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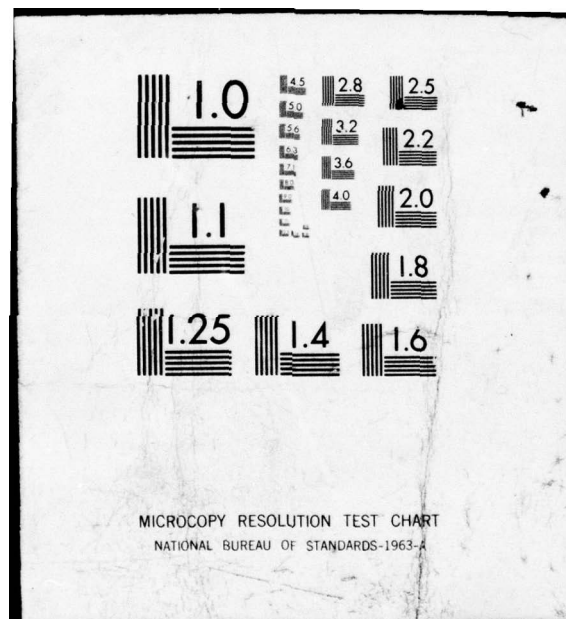
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COMBAT SYSTEM MAINTENANCE EFFECTIVENESS
BASED ON 3M DATA

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FOREWORD

This study was conducted in support of Advanced Development Subproject ZPN07.22 (Combat System Personnel Training and Management) under the sponsorship of the Chief of Naval Operations (OP-39). The report is one of a series concerning the maintenance effectiveness of ships having an experimental combat system organizational structure.

The cooperation and assistance of the Maintenance Support Office Department, Mechanicsburg, PA, in supplying data, and of Mr. John G. Balaban and Mr. Rocco J. Cicchetti, NPRDC, in planning and accomplishing computer data processing are gratefully acknowledged.

J. J. CLARKIN
Commanding Officer

SUMMARY

Problem

Computerization and automation have integrated shipboard weapons subsystems into modern combat systems, but management of the personnel responsible for subsystem maintenance has not been integrated. This may be a factor contributing to the less-than-optimum electronic readiness of Navy ships.

Purpose

The purpose of this effort was to compare the maintenance effectiveness achieved by ships having the experimental combat system organizational structure with that achieved by ships having conventional organizational structures.

Approach

Pilot and control ships were compared on the basis of maintenance effectiveness on common subsystems as determined by the 3M Record Layout. Equipment configuration was considered in matching pilot and control ships. Insofar as was possible, data were taken from comparable operational periods. The measures of maintenance effectiveness were: (1) number of maintenance actions, (2) proportion of personnel-caused equipment malfunctions, (3) total days of downtime, (4) average days of downtime per maintenance action, (5) total man-hours of maintenance, and (6) average man-hours required per maintenance action. Separate analyses were performed for maintenance actions that were deferred for spare parts or outside assistance.

Results

Of 300 comparisons between pilot and control ships, 177 showed no significant difference in maintenance effectiveness, 79 appeared to favor control ships, 32 appeared to favor pilot ships, and in 12 cases the data were insufficient for statistical analysis. Half of these 300 comparisons were based upon frequency data, the assumption being that ships with low frequency of repair, total downtime, and total man-hours of maintenance would have a high degree of electronic readiness. There is a possibility, though, that low frequency data represent failure to report equipment malfunctions and that this is not randomly distributed between pilot and control ships. If this were true, maintenance frequency data could have a meaning exactly opposite to that assumed. It was decided, therefore, to do a separate analysis of half of the 300 comparisons that were free of this potential source of experimental error. Of 150 measures based upon the proportion of personnel-caused equipment malfunctions to the number of maintenance actions, and average downtime and man-hours required per maintenance action, 119 indicated that there was no significant difference in maintenance effectiveness, 13 favored control ships, 12 favored pilot ships, and in 6 cases the data were insufficient for statistical analysis. Thus, with an elimination of frequency data, the apparent differences between pilot and control ships disappear.

Conclusion

Overall, the data fail to demonstrate that improved maintenance effectiveness has resulted from implementation of the combat system organizational structure.

Recommendation

The present study concerns itself solely with maintenance effectiveness as defined herein. The pilot organizational structure also has had other impacts (e.g., on management relationships, career development, and crew morale) that are only partially related to maintenance effectiveness and that merit separate consideration. All of these factors, several of which will be summarized in a forthcoming final report (Note 5), should be weighed before a decision is made concerning the effectiveness of the combat system organizational concept.

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INTRODUCTION

Problem

Traditionally, shipboard weapons subsystems such as anti-submarine, anti-aircraft, and electronic warfare have been somewhat independent. The introduction of complex computers and automation has led to the integration of these subsystems into what is now referred to as a ship's combat system. Management of the personnel responsible for maintaining these subsystems, however, has not been integrated, and this may be a factor contributing to the less-than-optimum electronic readiness of Navy ships.

Purpose

The purpose of the present study was to compare the maintenance effectiveness achieved by selected pilot ships having the experimental combat system organizational structure with that achieved by selected control ships having conventional organizational structures.

Background

The combat system research program was initiated by the Bureau of Naval Personnel with the publication of a plan (Note 1) for developing and evaluating an improved combat system organization. Included in the plan was a new concept in shipboard organization--the integration of personnel who maintain ship's sensors and weapons subsystems into a single Combat System Department. NPRDC was assigned the task of evaluating the new concept (Note 2). Evaluation was to be added to the regularly scheduled mission and activities of pilot ships, and no changes were to be made in the mission and activities of control ships.

An initial evaluation, covering only three pilot ships, is described in an earlier report (Williams & Standlee, 1975). The present evaluation replicates the data gathered on these three ships and includes data from four additional pilot ships.

APPROACH

As the evaluation was to be an added feature and as ships' operating schedules could not be standardized, analysis of data provided by the existing 3M reporting system was selected as an evaluation method that would minimize interference with ships' day-to-day operations.

Selection of Pilot and Control Ships

Equipment configuration was considered in matching pilot and control ships (Note 3). Individual ship evaluations are not identified in this report. Collectively, however, the pilot ships were USS HALSEY (CG 23), USS JOUETT (CG 29), USS TRUXTON (CGN 35), USS MACDONOUGH (DDG 39), USS MAHAN (DDG 42), USS DAHLGREN (DDG 43), and USS PRATT (DDG 44). The control ships were USS WORDEN (CG 18), USS DALE (CG 19), USS TURNER (CG 20), USS ENGLAND (CG 22), USS WAINWRIGHT (CG 28), USS HORNE (CG 30), USS STANDLEY (CG 32), USS FARRAGUT (DDG 37), USS LUCE (DDG 38), USS COONTZ (DDG 40), USS DEWEY (DDG 45), and USS PREBLE (DDG 46).

Selection of Operational Periods

Pilot ships entered the experimental program at different times, generally following a period of equipment modernization. Data-gathering time spans ranged from 5 to 23 months. To allow stabilization of both hardware and experimental organizational structure, no data were gathered within the first three months of a ship's entering the pilot program. Pilot and control ship comparisons are based upon the same number of months and, when possible, on the same calendar months. In some instances--for more comparable data in terms of repair and overhaul, post-shakedown availability, and extended overseas deployment periods--different calendar months were used.

Identification of Common Subsystems

A computer search of relevant 3M data (Note 4) indicated that there was little commonality between specific equipments on board pilot and control ships. The decision was made, therefore, to compare maintenance performance at the subsystem level as determined by the first two digits of the Equipment Identification Code (EIC). Thus determined, all comparisons between pilot and control ships were based upon the maintenance of common equipment subsystems.

Selection of Criteria

The following criteria of maintenance effectiveness were selected from data collected and supplied by the Maintenance Support Office Department (MSOD) 3M reporting system:

1. Number of maintenance actions.
2. Proportion of personnel-caused equipment malfunctions ("lack of knowledge or skill," and "communication problems") to number of maintenance actions.
3. Total days of downtime (nonoperational or reduced capability status), if repairs were not deferred for spare parts or outside assistance.

4. Same as item (3), except if repairs were deferred.
5. Average days of downtime per maintenance action, if repairs were not deferred.
6. Same as item (5), except if repairs were deferred.
7. Total man-hours of maintenance, if repairs were not deferred.
8. Same as item (7), except if repairs were deferred.
9. Average man-hours per maintenance action, if repairs were not deferred.
10. Same as item (9), except if repairs were deferred.

Statistical Analysis

The comparison of maintenance effectiveness, based on common subsystems, is equivalent to an experimental design involving matched-pairs observations. The Wilcoxon Matched-Pairs Signed-Ranks Test was used for those evaluations based on the total and average days of downtime and on the total and average man-hours of maintenance. The Chi-Square Test was used for those evaluations based upon the number of maintenance actions, on the proportion of personnel-caused equipment malfunctions, and on a summary frequency distribution of the Wilcoxon Test results. All tests were made at the .05 level of significance.

RESULTS

Number of Maintenance Actions

The results of a comparison of pilot and control ship maintenance performance based on the number of reported maintenance actions are presented in Table 1. The length of the test period was the same for each pilot ship and its control, but varied from 5 to 23 months among the different pilot-control comparisons. Tests of significance are based upon the Chi-Square Test and are at the .05 level of confidence.

Table 1 indicates that, in 20 comparisons, control ships reported fewer maintenance actions; in 4 comparisons, pilot ships reported fewer maintenance actions; and in 6 comparisons, the differences were not significant.

The single fact that a majority of control ships reported fewer maintenance actions does not necessarily mean that electronic readiness was lower for pilot ships. There is a possibility that low frequency data represent failure to report equipment malfunctions and that this is not randomly distributed between pilot and control ships. This might mean, then, that pilot ships were more diligent in reporting maintenance actions or that--possibly through better test procedures and higher equipment performance standards--they located a greater percentage of their casualties. Thus, interpretation of the data of Table 1 concerning electronic readiness is uncertain.

Proportion of Personnel-caused Equipment Malfunctions

The results of a comparison of pilot and control ship maintenance performance based on the proportion of total maintenance actions that were caused by ships' personnel (i.e., equipment failure caused by "lack of knowledge or skill" or "communication problems") are presented in Table 2.

Table 2 indicates that, in 6 comparisons, control ships reported a lower proportion of personnel-caused equipment malfunctions and, in 24 comparisons, the differences were not significant. In terms of this criterion, control ships appear to have the advantage.

Downtime and Maintenance Man-hours

The results of a comparison of pilot and control ship maintenance performance based on days of downtime (non-operational or reduced capability status) and man-hours expended in making repairs are presented in Tables 3, 4, and 5. Table 3 compares performance based on casualties where repairs were not deferred for spare parts or outside assistance. Table 4 compares performance based on casualties where repairs were deferred. Table 5 summarizes the fairly extensive data of Tables 3 and 4.

Table 3 indicates that, in 16 comparisons, control ships reported fewer non-deferred days of downtime; in 2 comparisons, pilot ships reported fewer days down; and in 12 comparisons, the differences were not significant. In 15 comparisons, control ships reported fewer non-deferred man-hours of maintenance; in 1 comparison, a pilot ship reported fewer man-hours of maintenance; and in 14 comparisons, the differences were not significant.

Table 1
Differences Between Pilot and Control Ships in
Number of Maintenance Actions

Ship		(Months) ^a	Number of Maintenance Actions			Fewer Actions
Pilot	Control		Pilot	Control	Difference	
Replication of Initial Ship Data						
1	1	(11)	222	233	-11	-
1	2	(22)	740	660	80	C
1	3	(22)	768	475	293	C
1	4	(13)	245	382	-137	P
1	5	(12)	220	58	162	C
2	6	(23)	857	901	-44	-
2	7	(23)	858	1149	-291	P
2	8	(23)	843	460	383	C
2	9	(19)	728	245	483	C
3	10	(15)	744	220	524	C
3	11	(15)	846	888	-42	-
3	12	(15)	832	846	-14	-
Additional Ship Data						
4	1	(11)	260	238	22	-
4	2	(18)	707	395	312	C
4	3	(18)	719	311	408	C
4	4	(14)	545	385	160	C
4	5	(12)	423	58	365	C
5	1	(11)	332	236	96	C
5	2	(17)	652	379	273	C
5	3	(17)	663	279	384	C
5	4	(12)	420	378	42	-
5	5	(12)	373	58	315	C
6	1	(7)	387	205	182	C
6	2	(7)	388	197	191	C
6	3	(7)	381	74	307	C
6	4	(7)	382	249	133	C
6	5	(7)	303	25	278	C
7	10	(5)	27	6	21	C
7	11	(5)	35	155	-120	P
7	12	(5)	36	155	-119	P

Note. Significantly fewer maintenance actions in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-". Tests of significance are based on the Chi-Square Test, equal ratio hypothesis, .05 level of confidence.

^aPilot and control ships were not always matched on the same calendar months; therefore, frequency data may differ for the same number of months.

Table 2
Differences Between Pilot and Control Ships in
Personnel-caused Equipment Malfunctions

Ship		Number of Malfunctions			Lower Proportion
Pilot	Control	Pilot	Control	Difference	
Replication of Initial Ship Data					
1	1	4	0	4	C
1	2	10	16	-6	-
1	3	13	3	10	-
1	4	5	5	0	-
1	5	5	0	5	-
2	6	22	19	3	-
2	7	23	11	12	C
2	8	23	1	22	C
2	9	15	1	14	-
3	10	19	2	17	-
3	11	19	12	7	-
3	12	19	7	12	C
Additional Ship Data					
4	1	4	0	4	-
4	2	18	4	14	-
4	3	18	2	16	C
4	4	10	5	5	-
4	5	9	0	9	-
5	1	3	0	3	-
5	2	3	4	-1	-
5	3	3	2	1	-
5	4	3	5	-2	-
5	5	3	0	3	-
6	1	9	0	9	C
6	2	9	2	7	-
6	3	9	0	9	-
6	4	8	3	5	-
6	5	5	0	5	-
7	10	0	0	0	-
7	11	0	6	-6	-
7	12	0	2	-2	-

Note. Significantly lower proportion of personnel-caused equipment malfunctions in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-". Tests of significance are based on the Chi-Square Test, equal proportion hypothesis (data of Tables 1 and 2 combined), .05 level of confidence.

Table 3

Differences Between Pilot and Control Ships in
Days of Downtime and Maintenance Man-hours (Without Deferral)

Ship		Fewer Days of Downtime		Fewer Maintenance Man-hours	
Pilot	Control	Total	Average	Total	Average
Replication of Initial Ship Data					
1	1	-	-	-	-
1	2	-	-	-	-
1	3	-	-	C	-
1	4	-	-	-	-
1	5	-	-	-	-
2	6	P	P	-	-
2	7	-	-	-	-
2	8	C	C	C	-
2	9	C	-	C	C
3	10	C	-	C	-
3	11	C	-	C	-
3	12	C	C	-	-
Additional Ship Data					
4	1	C	-	-	-
4	2	C	-	-	-
4	3	C	-	C	-
4	4	-	-	-	-
4	5	C	-	C	-
5	1	-	P	-	-
5	2	-	-	-	-
5	3	C	-	C	-
5	4	-	-	-	-
5	5	C	-	C	-
6	1	C	-	C	-
6	2	C	-	C	P
6	3	C	-	C	-
6	4	C	-	C	-
6	5	C	-	C	-
7	10	-	-	C	-
7	11	P	-	-	-
7	12	-	-	P	-

Note. Significantly fewer days of downtime or maintenance man-hours in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-". Tests of significance are based on the Wilcoxon Matched-Pairs Signed-Ranks Test applied to the raw data presented in the appendix, .05 level of confidence.

Table 4

Differences Between Pilot and Control Ships in
Days of Downtime and Maintenance Man-hours (With Deferral)

Ship		Fewer Days of Downtime		Fewer Maintenance Man-hours	
Pilot	Control	Total	Average	Total	Average
Replication of Initial Ship Data					
1	1	-	-	-	-
1	2	-	-	P	P
1	3	-	-	P	P
1	4	P	-	P	-
1	5	-	-	-	-
2	6	P	-	-	-
2	7	-	-	-	C
2	8	-	-	-	-
2	9	C	-	C	-
3	10	-	-	-	-
3	11	-	-	P	-
3	12	P	-	-	-
Additional Ship Data					
4	1	C	-	C	-
4	2	C	P	C	-
4	3	C	-	-	P
4	4	-	P	C	C
4	5	C	-	C	-
5	1	C	C	-	-
5	2	C	-	-	-
5	3	C	C	-	P
5	4	P	-	-	-
5	5	C	-	C	-
6	1	P	-	-	-
6	2	P	P	P	P
6	3	-	-	-	-
6	4	P	P	P	-
6	5	-	-	-	-
7	10	ID	ID	ID	ID
7	11	ID	ID	ID	ID
7	12	ID	ID	ID	ID

Note. Significantly fewer days of downtime or maintenance man-hours in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-" and insufficient data by "ID". Tests of significance are based on the Wilcoxon Matched-Pairs Signed-Ranks Test applied to the raw data presented in the appendix, .05 level of confidence.

Table 5

Summary of Differences Between Pilot and Control Ships in
Days of Downtime and Maintenance Man-hours

(With and Without Deferral)

Difference Variable	Frequency			Total
	Pilot Ship	Control Ship	No Significant Dif	
Fewer Days of Downtime				
Total	9	25	23	57
Average	6	4	47	57
Fewer Maintenance Man-hours				
Total	7	21	29	57
Average	6	3	48	57

Note. The frequency distributions of pilot and control ships with lower total, lower average, and no difference in days of downtime and maintenance man-hours are significantly different from chance distribution, Chi-Square Test, equal ratio hypothesis (data of Tables 3 and 4 combined), .05 level of confidence.

In terms of average non-deferred downtime and average non-deferred man-hours required per maintenance action many of the foregoing differences between pilot and control ships disappear. In 2 comparisons, control ships reported lower average days down; in 2 comparisons, pilot ships reported lower average days down; and in 26 comparisons, the differences were not significant. In 1 comparison, a control ship reported lower average man-hours of maintenance; in 1 comparison, a pilot ship reported lower average man-hours of maintenance; and in 28 comparisons, the differences were not significant.

Table 4 indicates that, in 9 comparisons, control ships reported fewer deferred days of downtime; in 7 comparisons, pilot ships reported fewer days down; in 11 comparisons, the differences were not significant; and in 3 comparisons, there were insufficient data. In 6 comparisons, control ships reported fewer deferred man-hours of maintenance; in 6 comparisons, pilot ships reported fewer man-hours of maintenance; in 15 comparisons, the differences were not significant; and in 3 comparisons, there were insufficient data.

In terms of average deferred downtime and average deferred man-hours required per maintenance action, the data appear to shift slightly in favor of pilot ships. In 2 comparisons, control ships reported lower average days down; in 4 comparisons, pilot ships reported lower average days down; in 21 comparisons, the differences were not significant; and in 3 comparisons; there

were insufficient data. In 2 comparisons, control ships reported lower average man-hours of maintenance; in 5 comparisons, pilot ships reported lower average man-hours of maintenance; in 20 comparisons, the differences were not significant; and in 3 comparisons, there were insufficient data.

In summarizing the comparison of pilot and control ship performance based on days of downtime and man-hours expended in making repairs, Table 5 shows that, in the majority of cases, there is no significant difference in pilot and control ship performance. There is a definite trend, though, for control ships to report fewer total days of downtime and total man-hours of maintenance. There is also a slight trend for pilot ships to report lower average days of downtime and average man-hours required per maintenance action. The latter would appear to be the more valid indicator of maintenance proficiency, as it corrects for any difference that may exist in ships actually reporting casualty data.

DISCUSSION

The maintenance effectiveness of pilot and control ships was compared on the basis of data collected and supplied by the MSOD 3M reporting system. The measures used were: (1) number of maintenance actions, (2) proportion of personnel-caused equipment malfunctions, (3) total days of downtime, (4) average days of downtime per maintenance action, (5) total man-hours of maintenance, and (6) average man-hours required per maintenance action. Separate analyses were performed for maintenance actions that were deferred for spare parts or outside assistance.

Of the 300 comparisons made between pilot and control ships, 177 indicated that there was no significant difference in maintenance effectiveness, 79 appeared to favor control ships, 32 appeared to favor pilot ships, and in 12 cases the data were insufficient for statistical analysis.

The fact that control ships reported fewer maintenance actions (which would influence total days down and total man-hours of maintenance) may not mean that electronic readiness is lower on pilot ships. It may mean that pilot ships are more diligent in reporting maintenance actions or that--possibly through better test procedures and higher equipment performance standards--they locate a greater percentage of their casualties. This possibility cannot be determined from the present data. However, it does appear to be generally accepted that Navy ships differ considerably in the degree to which they conform to 3M data reporting requirements, and it may be worthwhile to examine separately that data that is free of this potential source of experimental error.

Of the 150 comparisons made between pilot and control ships that were based upon the proportion of personnel-caused equipment malfunctions to the number of maintenance actions, to the average days down, and to the average man-hours expended per maintenance action, 119 indicated that there was no significant difference in maintenance effectiveness, 13 favored control ships, 12 favored pilot ships, and in 6 cases the data were insufficient for statistical analysis. Thus, by eliminating frequency data, the apparent differences between pilot and control ships disappear.

CONCLUSION

Overall, the data fail to demonstrate that improved maintenance effectiveness has resulted from implementation of the combat system organizational structure on board pilot ships.

RECOMMENDATION

The present study concerns itself solely with maintenance effectiveness as defined herein. The pilot organizational structure also has had other impacts (e.g., on management relationships, career development, and crew morale) that are only partially related to maintenance effectiveness and that merit separate consideration. All of these factors, several of which will be summarized in a forthcoming final report (Note 5), should be weighed before a decision is made concerning the effectiveness of the combat system organizational concept.

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APPENDIX

SUMMARY OF DATA: PILOT VERSUS CONTROL SHIPS

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED					DEFERRED				
	PILOT SHIP		CONTROL SHIP			PILOT SHIP		CONTROL SHIP		
	TOTAL DAYS DOWN	TOTAL MAINT HRS	TOTAL DAYS DOWN	TOTAL MAINT HRS	AVG HRS	TOTAL DAYS DOWN	TOTAL MAINT HRS	TOTAL DAYS DOWN	TOTAL MAINT HRS	AVG HRS
GB	0	10	13	25	25.	0	0	0	0	0.
G1	36	195	166	1089	91.	137	29	506	28	6.
JJ	0	0	0	0	0.	105	6	0	0	0.
JN	0	0	0	1	1.	35.	0	213	10	3.
LB	0	0	0	0	0.	0	0	102	4	2.
LD	0	0	0	0	0.	0	0	0	0	0.
M1	0	0	0	0	0.	0	0	0	0	0.
M3	0	0	0	0	0.	0	0	0	0	0.
M4	0	0	0	0	0.	0	0	0	0	0.
M5	0	0	0	0	0.	0	0	0	0	0.
M7	0	0	0	0	0.	0	0	0	0	0.
NC	0	0	0	0	0.	0	0	0	0	0.
N8	144	42	32	1	1.	0	0	0	0	0.
P1	0	1	0	0	0.	0	0	0	0	0.
P3	30	1	0	0	0.	0	0	0	0	0.
P4	153	22	264	138	8.	848	70	326	15	15.
P6	38	2	0	0	0.	0	0	0	17	3.
P7	3	8	18	2	2.	73	2	0	0	0.
QB	0	0	0	15	2.	0	0	0	0	0.
QD	42	0	0	0	0.	36	10	93	15	5.
QE	1	0	0	0	0.	0	0	0	0	0.
QF	49	4	0	0	0.	61	2	0	0	0.
QM	110	259	3	17	3.	0	0	0	0	0.
Q7	0	0	0	0	0.	0	0	0	0	0.
Q9	17	7	0	0	0.	0	0	0	0	0.
R1	0	20	0	11	0.	0	0	0	0	0.
R5	0	0	0	3	1.	0	0	0	0	0.
WB	21	2	0	0	0.	262	4	0	0	0.
WC	0	0	12	17	2.	571	13	374	33	7.
WD	0	0	0	0	0.	0	0	0	0	0.
WF	0	0	0	0	0.	0	0	0	0	0.
WG	33	10	0	0	0.	118	0	209	24	6.
WH	0	0	0	0	0.	168	9	282	18	4.
WI	13	1	0	0	0.	172	2	17	9	9.
WQ	0	0	0	0	0.	0	0	0	0	0.
W3	0	0	0	0	0.	947	21	39	11	4.
W5	0	0	0	0	0.	0	0	49	2	2.
W7	0	0	49	9	9.	0	0	116	4	4.
W9	0	0	16	1	1.	0	0	0	0	0.
WA	0	0	10	26	13.	146	51	197	36	18.
WB	174	1234	418	916	12.	314	350	0	0	0.
WC	6	14	22	6	3.	0	0	0	0	0.
WD	27	9	125	143	4.	0	0	0	0	0.
WE	170	362	9	27	3.	0	0	0	0	0.
WF	0	0	0	0	0.	0	0	0	0	0.
WG	0	0	0	0	0.	0	0	0	0	0.
WH	0	0	0	0	0.	0	0	0	0	0.
WI	0	0	0	0	0.	0	0	0	0	0.
WJ	0	0	0	0	0.	0	0	0	0	0.
WK	0	0	0	0	0.	0	0	0	0	0.
WL	0	0	0	0	0.	0	0	0	0	0.
WM	0	0	0	0	0.	0	0	0	0	0.
WN	0	0	0	0	0.	0	0	0	0	0.
WO	0	0	0	0	0.	0	0	0	0	0.
WP	0	0	0	0	0.	0	0	0	0	0.
WQ	0	0	0	0	0.	0	0	0	0	0.
WR	0	0	0	0	0.	0	0	0	0	0.
WS	0	0	0	0	0.	0	0	0	0	0.
WT	0	0	0	0	0.	0	0	0	0	0.
WU	0	0	0	0	0.	0	0	0	0	0.
WV	0	0	0	0	0.	0	0	0	0	0.
WW	0	0	0	0	0.	0	0	0	0	0.
WX	0	0	0	0	0.	0	0	0	0	0.
WY	0	0	0	0	0.	0	0	0	0	0.
WZ	0	0	0	0	0.	0	0	0	0	0.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 2

EIC CODE	NOT DEFERRED				DEFERRED			
	PILOT SHIP		CONTROL SHIP		PILOT SHIP		CONTROL SHIP	
	TOTAL DAYS DOWN	AVG MAINT HRS	TOTAL DAYS DOWN	AVG MAINT HRS	TOTAL DAYS DOWN	AVG MAINT HRS	TOTAL DAYS DOWN	AVG MAINT HRS
G1	36	2.	214	9.	96	3.	228	8.
JJ	0	0.	0	0.	4	2.	25	13.
JN	0	0.	12	2.	0	0.	5	5.
JY	0	0.	0	0.	0	0.	0	0.
LB	17	9.	5	3.	0	0.	0	0.
LD	0	0.	4	2.	0	0.	1	1.
LH	0	0.	0	0.	0	0.	0	0.
L6	1	1.	13	7.	29	7.	27	7.
M3	1	1.	4	2.	0	0.	0	0.
M4	0	0.	0	0.	0	0.	1	1.
M5	0	0.	0	0.	20	20.	2	2.
M6	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.
NC	0	0.	0	0.	0	0.	0	0.
N1	0	0.	0	0.	0	0.	0	0.
N8	165	33.	60	12.	3	0.	66	9.
N9	0	0.	2	1.	24	12.	17	17.
P1	0	0.	15	3.	37	4.	143	72.
P3	41	6.	12	2.	0	0.	55	55.
P4	143	9.	46	2.	179	5.	2173	103.
P6	54	7.	19	2.	75	4.	322	107.
P7	13	1.	25	3.	5	0.	91	46.
P9	0	0.	1	1.	15	5.	0	0.
QB	6	3.	3	2.	33	3.	59	30.
QD	92	2.	276	5.	412	5.	563	63.
QE	1	0.	63	5.	9	1.	0	0.
QF	50	13.	45	11.	209	5.	70	35.
QK	30	1.	177	4.	11	2.	14	14.
QM	205	5.	370	10.	7	1.	57	57.
Q7	0	0.	1	1.	2	1.	0	0.
Q9	37	2.	65	4.	1	1.	337	48.
R1	24	2.	39	2.	29	2.	0	0.
R5	0	0.	1	0.	4	1.	52	52.
R7	10	10.	1	1.	0	0.	9	9.
WE	21	21.	2	2.	0	0.	1163	145.
WC	0	0.	1	1.	4	1.	3852	113.
WD	0	0.	0	0.	0	0.	1436	160.
WF	0	0.	0	0.	11	6.	1071	179.
WG	33	33.	10	10.	31	6.	2728	160.
WH	0	0.	0	0.	0	0.	1748	146.
WK	13	13.	1	1.	0	0.	1040	149.
WQ	0	0.	0	0.	2	2.	519	260.
W1	0	0.	0	0.	0	0.	91	91.
W3	0	0.	1	1.	0	0.	5989	139.
W5	0	0.	0	0.	0	0.	342	114.
W9	0	0.	0	0.	0	0.	2981	239.
SA	1	0.	35	3.	0	0.	765	96.
SB	2170	15.	1548	11.	311	5.	1173	69.
SC	52	3.	91	5.	6	0.	0	0.
SD	31	2.	51	3.	0	0.	26	26.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 3

EIC CODE	NOT DEFERRED				DEFERRED			
	PILOT SHIP		CONTROL SHIP		PILOT SHIP		CONTROL SHIP	
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG DAYS DOWN	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL DAYS DOWN	AVG DAYS DOWN
GB	0	0.	157	11.	58	15.	70	18.
G1	36	2.	214	9.	153	19.	41	5.
JJ	0	0.	0	0.	0	0.	0	0.
JN	0	0.	12	2.	64	6.	57	6.
LR	17	9.	5	3.	0	0.	4	1.
LH	0	0.	0	0.	33	11.	3	1.
L6	1	1.	13	7.	1	0.	34	5.
M1	1	1.	10	10.	0	0.	0	0.
M3	1	1.	4	2.	0	0.	0	0.
M4	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	2	2.
M6	0	0.	0	0.	0	0.	2	2.
M7	0	0.	0	0.	0	0.	0	0.
NC	0	0.	0	0.	0	0.	0	0.
NA	165	33.	60	12.	0	0.	0	0.
N9	0	0.	2	1.	0	0.	11	6.
P1	0	0.	15	3.	0	0.	2	2.
P3	41	6.	12	2.	3	2.	18	9.
P4	183	9.	46	2.	336	12.	148	5.
P6	54	7.	19	2.	59	20.	16	5.
P7	13	1.	25	3.	0	0.	1	1.
P9	0	0.	1	1.	0	0.	0	0.
Q8	6	3.	3	2.	0	0.	2	1.
QC	12	12.	2	2.	0	0.	0	0.
QD	92	2.	276	5.	16	2.	25	4.
QE	1	0.	63	5.	0	0.	0	0.
QF	50	13.	45	11.	0	0.	10	10.
QK	30	1.	177	4.	17	1.	86	13.
QM	205	5.	370	10.	70	5.	119	9.
Q9	37	2.	65	4.	0	0.	0	0.
R1	24	2.	39	2.	26	7.	25	6.
R5	0	0.	0	0.	0	0.	0	0.
WA	0	0.	0	0.	0	0.	0	0.
WB	21	21.	2	2.	0	0.	0	0.
WC	0	0.	1	1.	0	0.	0	0.
WD	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.
WG	33	33.	10	10.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.
WK	13	13.	1	1.	17	17.	5	5.
WL	0	0.	0	0.	0	0.	0	0.
WJ	0	0.	0	0.	0	0.	0	0.
WI	0	0.	0	0.	0	0.	0	0.
W3	0	0.	1	1.	0	0.	0	0.
W5	0	0.	0	0.	0	0.	0	0.
W7	0	0.	0	0.	0	0.	0	0.
W9	0	0.	0	0.	0	0.	0	0.
SA	1	0.	35	3.	0	0.	26	26.
SB	2170	15.	1549	11.	260	4.	499	8.
SC	52	3.	91	5.	27	1.	79	4.
SD	31	2.	51	3.	14	5.	23	8.
SE	0	0.	0	0.	0	0.	3	3.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 4

NOT DEFERRED

DEFERRED

EIC CODE	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	0	0.	10	10.	2	2.	2	2.	0	0.	0	0.	662	166.	54	14.
G1	36	2.	195	11.	74	5.	97	6.	174	35.	31	6.	583	117.	25	5.
JJ	0	0.	0	0.	5	2.	28	9.	105	35.	6	2.	159	80.	8	4.
JN	0	0.	0	0.	13	3.	187	37.	0	0.	0	0.	232	77.	10	3.
LP	0	0.	0	0.	21	5.	36	9.	0	0.	0	0.	1279	160.	88	11.
LD	0	0.	0	0.	0	0.	4	4.	0	0.	0	0.	256	128.	4	2.
L6	0	0.	0	0.	1	0.	7	2.	523	131.	15	4.	589	59.	25	3.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	545	545.	3	3.
M4	0	0.	0	0.	732	41.	66	4.	0	0.	0	0.	1800	257.	52	7.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	128	128.	9	9.
M6	0	0.	0	0.	11	4.	22	7.	0	0.	0	0.	702	78.	28	3.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	429	429.	11	11.
NC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	157	79.	6	3.
N8	144	48.	42	14.	24	8.	6	2.	0	0.	0	0.	1118	93.	21	2.
N9	0	0.	0	0.	0	0.	30	10.	0	0.	0	0.	85	43.	18	9.
P1	0	0.	1	1.	0	0.	1	1.	0	0.	0	0.	280	70.	9	2.
P3	30	30.	1	1.	0	0.	0	0.	0	0.	0	0.	701	100.	16	2.
P4	153	14.	22	2.	35	3.	55	5.	848	71.	70	6.	753	108.	68	10.
P6	38	19.	2	1.	55	28.	3	2.	73	73.	0	0.	772	97.	24	3.
P7	3	3.	8	8.	0	0.	0	0.	25	25.	2	2.	532	106.	24	5.
QB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	35	35.	2	2.
GC	12	12.	2	2.	0	0.	0	0.	36	36.	10	10.	59	59.	2	2.
GD	45	3.	97	6.	89	5.	60	4.	0	0.	0	0.	785	71.	42	4.
QF	49	49.	4	4.	0	0.	3	2.	61	61.	2	2.	399	399.	1	1.
QK	1	1.	43	4.	14	5.	13	4.	0	0.	0	0.	0	0.	0	0.
QM	110	11.	261	26.	128	4.	158	5.	0	0.	0	0.	2018	288.	30	4.
Q9	27	5.	21	4.	0	0.	0	0.	0	0.	0	0.	36	12.	9	3.
R1	1	0.	20	4.	94	8.	82	7.	0	0.	0	0.	141	47.	58	19.
R5	0	0.	0	0.	0	0.	16	4.	0	0.	0	0.	0	0.	13	13.
WB	21	21.	2	2.	0	0.	0	0.	262	131.	4	2.	393	131.	5	2.
WC	0	0.	0	0.	0	0.	1	1.	687	86.	15	2.	0	0.	0	0.
WF	0	0.	0	0.	48	48.	4	4.	0	0.	0	0.	556	139.	14	4.
WG	33	33.	10	10.	0	0.	0	0.	118	59.	9	5.	150	50.	6	2.
WH	0	0.	0	0.	0	0.	0	0.	406	203.	4	2.	89	89.	2	2.
WK	13	13.	1	1.	0	0.	0	0.	172	172.	2	2.	289	72.	7	2.
W3	0	0.	0	0.	0	0.	0	0.	1680	129.	30	2.	688	86.	16	2.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	56	56.	2	2.
SA	0	0.	0	0.	0	0.	0	0.	146	146.	51	51.	982	246.	247	62.
SH	1913	23.	1279	15.	362	6.	83	10.	512	128.	353	88.	744	93.	127	16.
SH	51	6.	29	3.	104	12.	13	1.	0	0.	0	0.	0	0.	0	0.
SH	27	5.	9	2.	0	0.	0	0.	0	0.	0	0.	82	82.	2	2.
SH	0	0.	0	0.	78	26.	17	6.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 5

EIC CODE	PILOT SHIP				CONTROL SHIP				NOT DEFERRED				DEFERRED				PILOT SHIP				CONTROL SHIP				DEFERRED				PILOT SHIP				CONTROL SHIP				DEFERRED			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS				
G1	36	2.	195	11.	5	1.	34	9.	174	35.	31	6.	0	0.	305	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	375	0	0.	54.	0.	0.	0.					
L8	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
L9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
M3	0	0.	0	0.	0	0.	10	10.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	100	100.	0	0.	0	0.	0	0.				
M4	0	0.	0	0.	0	0.	50	50.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
M5	0	0.	0	0.	0	0.	30	30.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
M6	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
NC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
N8	144	48.	42	14.	58	12.	81	16.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	33	33.	3	3.	0	0.	0	0.				
P1	0	0.	1	1.	26	4.	55	9.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	53	18.	18	6.	0	0.	0	0.				
P4	153	14.	22	2.	66	66.	2	2.	848	71.	70	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
P6	38	19.	2	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
P7	3	3.	8	8.	132	66.	6	3.	73	73.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
Q9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QR	0	0.	0	0.	0	0.	0	0.	25	25.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QC	12	12.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QD	45	4.	82	7.	46	46.	1	1.	36	36.	10	10.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QE	1	0.	30	6.	21	21.	5	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QF	49	49.	4	4.	0	0.	2	1.	61	61.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QK	1	0.	43	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
QM	110	11.	261	26.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
WD	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
WG	33	33.	10	10.	0	0.	0	0.	118	59.	9	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
WH	0	0.	0	0.	0	0.	0	0.	406	203.	4	2.	0	0.	85	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	2	2.	2	2.	0	0.	0	0.				
WK	13	13.	1	1.	0	0.	0	0.	172	172.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
W3	0	0.	0	0.	0	0.	0	0.	1680	129.	30	2.	0	0.	190	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	4	4.	4	4.	0	0.	0	0.				
5A	0	0.	0	0.	0	0.	0	0.	146	146.	51	51.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
5B	1906	24.	1257	16.	0	0.	11	4.	512	128.	353	88.	0	0.	56	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
5F	27	5.	9	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.				
5H	170	11.	362	23.	0	0.	0	0.	0	0.	0	0.	0	0.	115	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	120	60.	0	0.	0	0.				

PILOT SHIP # 2 VS. CONTROL SHIP # 6

SUMMARY OF DATA

NOT DEFERRED

DEFERRED

EIC CODE	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GT	19	6.	22	7.	345	19.	46	3.	189	189.	10	10.	1245	156.	101	13.
JJ	6	0.	0	0.	0	0.	0	0.	78	78.	5	5.	99	33.	176	59.
LA	59	20.	14	5.	0	0.	0	0.	0	0.	0	0.	84	84.	3	3.
LI	24	12.	14	7.	60	30.	26	13.	229	229.	36	36.	48	48.	17	17.
LI	24	24.	13	13.	0	0.	0	0.	66	66.	23	23.	13	13.	18	18.
LI	24	24.	1	1.	261	37.	145	21.	383	383.	63	16.	302	151.	18	9.
LI	24	19.	13	3.	0	0.	0	0.	0	0.	24	8.	461	231.	10	5.
LI	74	14.	41	10.	201	201.	1	1.	330	110.	0	0.	386	129.	69	23.
LI	0	0.	1	1.	17	17.	43	9.	0	0.	4	4.	0	0.	0	0.
LI	18	9.	3	2.	704	141.	0	0.	111	111.	21	7.	0	0.	31	10.
LI	36	18.	15	9.	0	0.	0	0.	692	231.	14	7.	1975	247.	140	18.
LI	14	4.	16	4.	15	2.	334	42.	145	68.	0	0.	198	198.	26	26.
LI	20	20.	10	10.	0	0.	0	0.	0	0.	9	5.	1749	219.	201	25.
LI	94	6.	224	15.	49	3.	164	11.	188	84.	44	22.	64	64.	5	5.
LI	0	0.	0	0.	235	47.	34	11.	278	139.	0	0.	53	53.	24	24.
LI	74	9.	105	15.	157	52.	84	14.	0	0.	134	19.	469	235.	79	40.
LI	51	5.	217	20.	210	35.	69	3.	1025	146.	400	67.	385	35.	52	5.
LI	159	7.	778	35.	195	7.	73	6.	413	59.	220	31.	197	99.	9	5.
LI	210	8.	215	8.	484	40.	88	7.	1028	103.	789	79.	873	218.	59	15.
LI	76	7.	271	25.	334	32.	0	0.	0	0.	0	0.	130	130.	7	7.
LI	4	4.	2	2.	0	0.	0	0.	0	0.	0	0.	716	179.	35	9.
LI	64	6.	167	15.	1001	50.	181	9.	0	0.	0	0.	62	62.	9	9.
LI	9	9.	11	11.	198	99.	9	5.	0	0.	0	0.	1483	212.	81	12.
LI	542	8.	694	10.	4404	37.	954	8.	899	42.	36	3.	385	96.	36	6.
LI	33	4.	51	5.	298	94.	44	15.	0	0.	0	0.	169	169.	6	6.
LI	26	13.	5	3.	168	56.	5	2.	0	0.	0	0.	0	0.	0	0.
LI	6	6.	1	1.	78	78.	1	1.	88	88.	11	11.	0	0.	7	7.
LI	72	2.	217	6.	35	35.	8	8.	0	0.	0	0.	193	58.	33	33.
LI	1	1.	6	6.	50	50.	24	3.	2516	140.	160	9.	2756	125.	97	4.
LI	654	5.	635	5.	1750	24.	224	3.	498	71.	28	4.	309	309.	18	18.
LI	108	11.	74	6.	139	29.	34	7.	521	521.	120	120.	2590	84.	125	4.
LI	30	30.	20	20.	91	4.	42	2.	0	0.	0	0.	374	94.	28	7.
LI	12	12.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LI	48	24.	17	9.	93	31.	11	4.	61	31.	6	3.	0	0.	0	0.
LI	0	0.	0	0.	683	76.	36	4.	1295	162.	37	5.	2477	146.	116	7.
LI	0	0.	0	0.	441	88.	10	2.	161	54.	19	6.	721	180.	30	8.
LI	0	0.	0	0.	117	117.	4	4.	49	49.	5	5.	0	0.	0	0.
LI	23	6.	6	2.	516	41.	34	2.	177	59.	23	8.	312	156.	9	5.
LI	15	4.	15	4.	0	0.	12	3.	222	111.	38	19.	333	56.	42	7.
LI	1277	5.	13546	47.	1050	7.	2015	8.	2717	129.	1316	63.	5261	120.	418	10.
LI	174	1.	39	2.	736	35.	125	6.	270	135.	3	2.	86	86.	23	8.
LI	2	2.	10	3.	42	41.	27	14.	97	97.	2	2.	251	126.	23	12.
LI	17	4.	11	6.	0	0.	0	0.	176	176.	17	17.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 2 VS. CONTROL SHIP # 7

EIC CODE	NOT DEFERRED				DEFERRED				CONTROL SHIP				DEFERRED				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GT	19	5.	22	7.	488	15.	51	2.	189	189.	10	10.	285	36.	19	2.	285	36.	19	2.
JJ	0	0.	0	0.	366	183.	4	2.	78	78.	5	5.	779	130.	12	2.	779	130.	12	2.
JY	1	1.	1	1.	0	0.	0	0.	0	0.	0	0.	415	138.	8	3.	415	138.	8	3.
LR	59	20.	14	5.	14	7.	4	2.	0	0.	0	0.	100	100.	2	2.	100	100.	2	2.
LH	24	24.	13	13.	6	2.	8	3.	66	66.	23	23.	120	120.	21	21.	120	120.	21	21.
L6	24	24.	1	1.	37	3.	44	4.	383	96.	63	16.	47	16.	612	204.	47	16.	612	204.
M3	94	19.	13	3.	13	1.	15	2.	0	0.	0	0.	409	102.	7	2.	409	102.	7	2.
M4	74	19.	41	10.	43	2.	41	2.	330	110.	24	8.	244	81.	9	3.	244	81.	9	3.
M5	0	0.	1	1.	105	21.	14	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	14	9.	3	2.	66	22.	45	15.	111	111.	4	4.	440	220.	6	3.	440	220.	6	3.
M7	36	18.	14	9.	43	7.	7	1.	692	231.	21	7.	1099	122.	40	4.	1099	122.	40	4.
NC	14	4.	16	4.	3	1.	5	2.	135	68.	14	7.	633	127.	112	22.	633	127.	112	22.
N8	94	6.	224	15.	33	2.	86	6.	188	94.	9	5.	96	48.	22	11.	96	48.	22	11.
N9	0	0.	0	0.	37	9.	50	13.	278	139.	44	22.	0	0.	0	0.	0	0.	0	0.
P1	74	9.	105	13.	67	2.	98	6.	0	0.	0	0.	156	156.	2	2.	156	156.	2	2.
P3	51	5.	217	20.	34	2.	163	5.	1025	146.	134	19.	247	62.	37	9.	247	62.	37	9.
P4	159	7.	778	35.	302	6.	451	13.	720	120.	400	67.	796	133.	60	10.	796	133.	60	10.
P6	210	8.	215	8.	30	1.	267	5.	413	59.	220	31.	924	103.	149	17.	924	103.	149	17.
P7	76	7.	271	25.	192	9.	177	8.	1028	102.	789	79.	236	79.	170	57.	236	79.	170	57.
P9	4	4.	2	2.	9	5.	15	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WR	89	6.	167	15.	537	11.	357	7.	0	0.	0	0.	441	110.	21	5.	441	110.	21	5.
YC	7	4.	11	11.	141	28.	18	4.	0	0.	0	0.	542	542.	2	2.	542	542.	2	2.
QD	542	8.	694	10.	779	6.	1902	14.	899	82.	36	3.	885	44.	271	14.	885	44.	271	14.
WE	33	4.	51	6.	133	10.	125	10.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	26	13.	5	3.	95	6.	141	9.	0	0.	0	0.	101	20.	26	5.	101	20.	26	5.
QH	6	6.	1	1.	0	0.	5	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
YK	72	2.	217	6.	27	0.	214	11.	88	88.	11	11.	71	71.	6	6.	71	71.	6	6.
UL	1	1.	6	6.	27	27.	119	40.	0	0.	0	0.	46	46.	24	24.	46	46.	24	24.
YM	654	5.	635	5.	135	9.	119	8.	2516	140.	160	9.	1352	115.	86	29.	1352	115.	86	29.
Y1	0	0.	0	0.	59	30.	3	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Y7	4	4.	3	3.	25	5.	33	7.	0	0.	0	0.	555	69.	42	5.	555	69.	42	5.
Y9	108	11.	64	6.	208	14.	183	12.	498	71.	23	4.	957	122.	59	80.	957	122.	59	80.
Y9	50	30.	20	20.	3	1.	15	4.	521	521.	120	120.	318	318.	3	3.	318	318.	3	3.
Y1	48	24.	17	9.	445	17.	76	3.	61	31.	6	3.	147	37.	14	6.	147	37.	14	6.
Y1	0	0.	0	0.	121	15.	23	3.	1295	142.	37	5.	116	58.	11	6.	116	58.	11	6.
Y1	0	0.	0	0.	64	21.	129	43.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Y1	0	0.	0	0.	24	8.	4	1.	49	49.	5	5.	0	0.	0	0.	0	0.	0	0.
Y1	0	0.	0	0.	21	7.	11	4.	177	59.	23	8.	381	127.	9	3.	381	127.	9	3.
Y1	23	6.	0	2.	0	0.	10	10.	222	111.	38	19.	853	171.	24	5.	853	171.	24	5.
Y1	15	4.	15	4.	1260	0.	2036	8.	2717	129.	1314	63.	2088	177.	343	13.	2088	177.	343	13.
Y1	1277	5.	69	49.	82	3.	80	3.	270	135.	2	2.	195	195.	21	2.	195	195.	21	2.
Y1	176	5.	10	3.	26	7.	6	2.	97	97.	0	0.	1300	144.	0	0.	1300	144.	0	0.
Y1	31	8.	6	2.	40	12.	10	3.	176	176.	17	17.	0	0.	0	0.	0	0.	0	0.
Y1	17	9.	11	6.	1	1.	21	11.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA

DEFERRED

SUMMARY OF DATA
PILOT SHIP # 2 VS. CONTROL SHIP # 2

NOT DEFERRED

DEFERRED

EIC CODE	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP				SHIP			
	TOTAL DAYS	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
BT	0	0.	9	9.	17	17.	1	1.	189	189.	10	10.	0	0.	0	0.	0	0.	0	0.
LD	26	12.	14	7.	0	0.	0	0.	229	229.	36	36.	0	0.	0	0.	0	0.	0	0.
LE	24	24.	1	1.	0	0.	0	0.	343	96.	63	16.	64	64.	14	14.	0	0.	0	0.
Y4	48	15.	5	2.	0	0.	0	0.	350	110.	24	9.	0	0.	0	0.	0	0.	0	0.
Y5	5	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Y6	16	9.	3	2.	0	0.	0	0.	111	111.	4	4.	0	0.	0	0.	0	0.	0	0.
Y7	56	14.	16	9.	0	0.	6	2.	692	231.	21	7.	246	246.	6	6.	0	0.	0	0.
Y8	14	4.	16	4.	52	13.	16	4.	135	68.	14	7.	0	0.	0	0.	0	0.	0	0.
Y9	20	20.	10	10.	0	0.	0	0.	0	0.	0	0.	129	129.	35	35.	0	0.	0	0.
Y10	74	6.	224	15.	1	0.	107	15.	148	94.	4	5.	248	248.	37	37.	0	0.	0	0.
Y11	74	9.	105	13.	0	0.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Y12	51	5.	217	20.	1	1.	3	3.	1025	146.	134	15.	0	0.	0	0.	0	0.	0	0.
Y13	207	9.	207	9.	0	0.	0	0.	413	59.	220	31.	340	190.	10	10.	0	0.	0	0.
Y14	51	6.	246	27.	11	11.	2	2.	1028	105.	789	79.	0	0.	0	0.	0	0.	0	0.
Y15	4	4.	2	2.	0	0.	0	0.	0	0.	0	0.	519	173.	6	6.	0	0.	0	0.
Y16	53	6.	155	15.	0	0.	2	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Y17	541	9.	675	10.	1	0.	31	2.	899	82.	36	3.	287	287.	7	7.	0	0.	0	0.
Y18	72	2.	217	6.	0	0.	2	2.	88	88.	11	11.	279	279.	11	11.	0	0.	0	0.
Y19	634	5.	655	5.	82	3.	73	3.	2516	140.	160	9.	486	486.	77	77.	0	0.	0	0.
Y20	50	30.	20	20.	0	0.	0	0.	521	521.	120	120.	34	34.	5	5.	0	0.	0	0.
Y21	12	2.	3	2.	0	0.	0	0.	222	111.	34	19.	0	0.	0	0.	0	0.	0	0.
Y22	5.	5.	45	45.	100	12.	95	6.	2717	129.	1316	63.	173	89.	7	7.	0	0.	0	0.
Y23	178	5.	13024	2.	56	12.	7	2.	270	135.	3	2.	0	0.	0	0.	0	0.	0	0.
Y24	2	1.	10	3.	3	1.	10	3.	97	97.	2	2.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 3 VS. CONTROL SHIP #10

NOT DEFERRED

DEFERRED

EIC CODE	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS	AVG DAYS	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS	AVG DAYS	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS	AVG DAYS	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS	AVG DAYS	TOTAL MAINT HRS	AVG MAINT HRS
GR	49	16.	53	1.1	27	4.	89	13.	515	129.	633	158.	176	176.	97	97.
GF	0	0.	0	0.	0	0.	0	0.	79	40.	8	4.	325	125.	1	1.
G1	724	15.	960	20.	17	2.	186	27.	2812	117.	361	15.	230	46.	50	10.
JP	0	0.	1	1.	20	20.	2	2.	500	125.	12	3.	0	0.	0	0.
JY	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.	58	29.	4	2.
LA	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	97	24.	236	59.
LD	20	10.	30	40.	0	0.	1	1.	0	0.	0	0.	10	10.	3	3.
LH	146	49.	26	9.	0	0.	0	0.	263	88.	22	7.	372	372.	1	1.
L1	30	40.	21	11.	0	0.	0	0.	443	443.	2	2.	325	163.	5	3.
M1	0	0.	0	0.	0	0.	1	1.	60	60.	2	2.	135	68.	4	2.
M3	0	0.	0	0.	0	0.	1	1.	0	0.	0	0.	69	35.	10	5.
M4	0	0.	0	0.	2	2.	1	1.	0	0.	0	0.	1766	252.	159	23.
M5	126	126.	7	7.	0	0.	0	0.	0	0.	0	0.	14	14.	5	5.
M6	233	78.	16	5.	0	0.	1	1.	532	133.	13	3.	214	107.	6	3.
M7	0	0.	0	0.	13	13.	12	12.	0	0.	0	0.	0	0.	0	0.
NC	17	3.	25	5.	0	0.	0	0.	29	29.	11	11.	286	286.	2	2.
ND	0	0.	0	0.	0	0.	0	0.	119	60.	4	4.	224	224.	1	1.
N8	137	5.	117	4.	44	15.	33	11.	2204	105.	198	9.	87	87.	3	3.
N9	36	3.	93	8.	7	7.	2	2.	291	97.	17	6.	0	0.	0	0.
P1	343	29.	220	18.	0	0.	0	0.	179	90.	7	4.	0	0.	0	0.
P3	1487	55.	730	27.	6	0.	0	0.	529	529.	3	3.	56	56.	13	13.
P4	162	5.	243	8.	0	0.	48	2.	175	44.	51	13.	132	66.	103	52.
PA	2267	36.	305	5.	0	0.	0	0.	7003	175.	698	17.	21	21.	2	2.
QR	360	17.	70	3.	6	3.	3	2.	537	90.	37	6.	230	58.	6	2.
QD	1846	31.	437	8.	2	1.	7	2.	3380	97.	673	19.	807	269.	5	2.
Q1	39	13.	110	37.	0	0.	0	0.	470	59.	1102	138.	20	20.	3	3.
Q9	7	7.	3	3.	0	0.	9	3.	169	85.	32	16.	0	0.	0	0.
K1	101	9.	54	5.	357	32.	418	38.	190	190.	3	3.	378	95.	149	37.
K6	0	0.	0	0.	125	125.	3	3.	13	13.	3	3.	0	0.	0	0.
R7	0	0.	0	0.	0	0.	40	40.	39	39.	2	2.	64	32.	36	18.
WB	36	86.	2	2.	0	0.	0	0.	62	62.	12	12.	69	69.	2	2.
WC	1511	69.	122	6.	0	0.	0	0.	1315	329.	28	7.	1652	64.	61	2.
WF	391	130.	17	6.	0	0.	0	0.	0	0.	0	0.	182	46.	11	3.
WG	149	38.	8	2.	0	0.	0	0.	0	0.	0	0.	989	110.	25	3.
WH	39	39.	2	2.	0	0.	0	0.	186	62.	9	3.	61	31.	3	3.
WK	39	39.	2	2.	0	0.	0	0.	0	0.	0	0.	74	37.	7	4.
WL	200	200.	5	5.	0	0.	0	0.	0	0.	0	0.	219	219.	2	2.
W3	753	94.	51	6.	0	0.	0	0.	0	0.	0	0.	271	45.	14	2.
5A	225	45.	140	28.	0	0.	21	5.	870	290.	29	10.	1034	115.	73	3.
5B	838	9.	731	7.	167	9.	32	2.	1061	82.	112	9.	0	0.	0	0.
5C	748	17.	198	5.	33	4.	13	7.	228	114.	25	13.	0	0.	0	0.
5F	122	41.	15	5.	33	5.	52	7.	109	55.	12	6.	0	0.	0	0.
5H	30	10.	4	1.	40	5.	37	5.	82	82.	6	6.	27	27.	76	76.

SUMMARY OF DATA
PILOT SHIP #3 VS. CONTROL SHIP #11

R/C CODE	PILOT SHIP				CONTROL SHIP				DEFERRED				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	MAINT HRS	AVG HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	MAINT HRS	AVG HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	MAINT HRS	AVG HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	MAINT HRS	AVG HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	MAINT HRS	AVG HRS
GE	49	16.	53	18.	44	24.	7	4.	515	129.	633	158.	228	21.	131	12.	228	21.	131	12.
GF	56	28.	43	22.	0	0.	0	0.	399	399.	6	6.	0	0.	0	0.	0	0.	0	0.
GG	13	36.	72	7.	1	0.	11	2.	440	220.	17	9.	0	0.	0	0.	0	0.	0	0.
GH	724	15.	940	20.	574	11.	107	2.	2812	117.	361	15.	893	128.	31	4.	893	128.	31	4.
GI	16	16.	1	1.	0	0.	0	0.	26	26.	2	2.	36	36.	2	2.	36	36.	2	2.
GJ	8	8.	1	1.	41	3.	32	3.	500	125.	12	3.	200	200.	3	3.	200	200.	3	3.
GK	0	0.	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
GL	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
GM	20	10.	30	40.	23	23.	2	2.	0	0.	0	0.	0	0.	10	10.	46	46.	10	10.
GN	146	49.	26	9.	10	10.	15	15.	0	0.	0	0.	27	14.	158	23.	299	43.	158	23.
GO	30	40.	21	11.	0	0.	0	0.	263	88.	22	0.	440	220.	22	11.	440	220.	22	11.
GP	282	94.	61	20.	11	11.	75	75.	0	0.	0	0.	267	89.	111	37.	267	89.	111	37.
GQ	0	0.	0	0.	0	0.	0	0.	443	443.	2	2.	111	111.	7	7.	111	111.	7	7.
GR	0	0.	0	0.	0	0.	3	3.	60	60.	2	2.	368	46.	30	4.	368	46.	30	4.
GS	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	513	86.	24	4.	513	86.	24	4.
GT	126	78.	7	7.	0	0.	0	0.	0	0.	0	0.	1333	170.	97	11.	1333	170.	97	11.
GU	233	78.	16	5.	0	0.	0	0.	532	135.	13	3.	1306	131.	79	8.	1306	131.	79	8.
GV	0	0.	0	0.	0	0.	0	0.	29	29.	11	11.	429	54.	55	7.	429	54.	55	7.
GW	17	3.	25	5.	0	0.	3	3.	2204	105.	198	9.	0	0.	0	0.	1486	135.	535	49.
GX	137	5.	117	4.	290	29.	238	24.	291	97.	17	6.	448	112.	152	31.	448	112.	152	31.
GY	36	3.	98	8.	16	8.	10	5.	241	97.	7	4.	409	58.	150	21.	409	58.	150	21.
GZ	343	29.	220	18.	119	15.	24	8.	529	529.	3	3.	472	157.	34	11.	472	157.	34	11.
HA	1487	55.	730	27.	5	2.	413	15.	175	44.	51	13.	35	35.	2	2.	35	35.	2	2.
HB	162	25.	59	7.	140	6.	24	4.	539	135.	26	7.	652	109.	156	26.	652	109.	156	26.
HC	152	42.	234	17.	159	32.	19	4.	176	44.	135	34.	996	100.	102	10.	996	100.	102	10.
HD	719	36.	305	5.	564	33.	195	11.	7003	175.	698	17.	7958	103.	1602	21.	7958	103.	1602	21.
HE	2267	36.	6	3.	0	0.	0	0.	0	0.	0	0.	1507	84.	57	3.	1507	84.	57	3.
HF	5	17.	70	3.	529	88.	11	2.	537	90.	37	6.	2295	121.	137	7.	2295	121.	137	7.
HG	360	17.	7	7.	88	44.	6	3.	210	70.	19	6.	183	92.	4	2.	183	92.	4	2.
HH	1846	31.	437	8.	961	23.	181	4.	3380	97.	673	19.	2496	59.	318	8.	2496	59.	318	8.
HI	292	73.	11	3.	63	21.	13	4.	162	61.	14	7.	477	68.	113	16.	477	68.	113	16.
HJ	77	26.	7	2.	0	0.	8	2.	0	0.	0	0.	132	33.	11	3.	132	33.	11	3.
HK	289	72.	96	24.	59	59.	51	51.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
HL	1171	84.	155	12.	0	0.	0	0.	4297	245.	163	10.	168	168.	75	75.	168	168.	75	75.
HM	2	1.	14	7.	0	0.	0	0.	0	0.	0	0.	0	0.	103	21.	575	115.	103	21.
HN	21	11.	7	4.	14	9.	21	11.	0	0.	0	0.	901	225.	219	55.	901	225.	219	55.
HO	202	101.	22	11.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
HP	39	13.	110	37.	0	0.	0	0.	470	59.	1102	138.	134	45.	61	20.	134	45.	61	20.
HQ	7	7.	5	3.	156	19.	42	6.	169	85.	32	16.	391	98.	16	4.	391	98.	16	4.
HR	101	9.	54	5.	447	4.	101	2.	190	190.	3	3.	3397	69.	1192	24.	3397	69.	1192	24.
HS	0	0.	0	0.	76	25.	6	2.	13	13.	2	2.	0	0.	0	0.	0	0.	0	0.
HT	0	0.	0	0.	0	0.	8	8.	39	39.	2	2.	0	0.	0	0.	0	0.	0	0.
HA	144	144.	10	10.	0	0.	0	0.	14	14.	3	3.	152	152.	2	2.	152	152.	2	2.
HB	46	86.	2	2.	0	0.	0	0.	62	62.	12	12.	17	17.	2	2.	17	17.	2	2.
HC	1511	69.	122	6.	0	0.	0	0.	0	0.	12	12.	1985	104.	41	2.	1985	104.	41	2.
HD	391	130.	17	6.	0	0.	0	0.	1415	329.	28	0.	443	89.	13	3.	443	89.	13	3.
HE	189	38.	8	2.	0	0.	0	0.	0	0.	0	0.	909	101.	22	2.	909	101.	22	2.
HF	39	39.	2	2.	0	0.	0	0.	184	62.	9	3.	255	128.	4	2.	255	128.	4	2.
HG	59	39.	2	2.	9	9.	2	2.	0	0.	0	0.	373	75.	6	3.	373	75.	6	3.
HH	753	94.	51	6.	0	0.	4	4.	870	290.	29	10.	691	77.	51	6.	691	77.	51	6.
HI	225	45.	140	28.	1425	9.	757	5.	1061	82.	112	9.	1739	56.	562	16.	1739	56.	562	16.
HJ	798	9.	731	7.	53	11.	6	6.	228	114.	25	13.	0	0.	0	0.	228	114.	25	13.
HK	128	17.	128	5.	0	0.	12	6.	235	78.	16	5.	0	0.	0	0.	235	78.	16	5.
HL	0	0.	1	1.	0	0.	4	4.	103	55.	12	6.	232	77.	8	0.	103	55.	12	6.
HM	122	41.	15	4.	0	0.	0	0.	42	42.	5	6.	0	0.	0	0.	42	42.	5	6.
HN	50	10.	4	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
HO	1	1.	4	2.	14	14.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

Summary of Data
Pilot Ship #3 vs. Control Ship #12

DEFERRED

DEFERRED

LIC CODE	P I L O T S H I P				C O N T R O L S H I P				P I L O T S H I P				C O N T R O L S H I P			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	49	16.	33	18.	29	4.	56	7.	515	129.	633	158.	2145	113.	1577	63.
GD	72	36.	13	7.	0	0.	0	0.	440	220.	17	9.	314	63.	44	9.
G1	720	15.	450	20.	0	0.	5	2.	2812	117.	361	15.	2209	96.	178	8.
JP	0	3.	1	1.	13	2.	49	6.	500	125.	12	3.	1627	163.	168	17.
JY	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.	590	148.	8	2.
LD	20	10.	30	40.	0	0.	0	0.	0	0.	0	0.	35	35.	66	66.
LH	146	49.	26	9.	0	0.	0	0.	0	0.	0	0.	64	32.	26	13.
L1	30	40.	21	11.	0	0.	0	0.	263	88.	22	7.	84	84.	5	5.
L6	232	94.	51	20.	0	0.	0	0.	0	0.	0	0.	1142	381.	8	3.
43	0	0.	0	0.	0	0.	1	1.	60	60.	2	2.	756	189.	108	27.
44	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	307	154.	35	14.
45	126	126.	7	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
46	233	78.	16	5.	0	0.	0	0.	532	133.	13	3.	1625	135.	26	13.
M7	0	0.	0	0.	0	0.	1	1.	29	29.	11	11.	277	277.	68	6.
NC	17	3.	25	5.	3	1.	74	5.	2204	105.	198	9.	1007	126.	12	12.
QA	137	5.	117	4.	79	5.	0	0.	291	97.	17	6.	854	427.	226	28.
Q9	36	3.	39	8.	0	0.	17	3.	179	90.	7	4.	263	263.	3	3.
P1	343	29.	220	18.	21	4.	800	400.	529	529.	3	3.	0	0.	0	0.
P3	1437	55.	730	27.	32	32.	550	10.	175	44.	51	13.	3338	88.	516	14.
P4	162	5.	233	8.	426	7.	26	3.	539	135.	26	7.	887	177.	14	3.
P6	152	25.	39	7.	172	22.	108	10.	176	44.	135	34.	1201	200.	49	8.
P7	719	42.	244	17.	431	44.	25	5.	7003	175.	598	17.	245	245.	2	2.
P8	2267	36.	305	5.	3	1.	8	8.	0	0.	0	0.	0	0.	0	0.
P9	6	3.	6	3.	3	3.	125	5.	537	90.	37	6.	646	129.	30	6.
QB	360	17.	70	3.	344	13.	6	2.	210	70.	19	6.	0	0.	0	0.
QC	6	6.	7	7.	86	29.	2076	21.	3380	97.	673	19.	696	99.	41	6.
QD	1846	31.	437	8.	625	6.	86	3.	162	81.	14	7.	236	79.	27	9.
QE	292	73.	11	8.	285	11.	29	5.	0	0.	0	0.	0	0.	0	0.
QF	77	26.	7	2.	103	18.	0	0.	0	0.	0	0.	0	0.	0	0.
QJ	289	72.	36	24.	0	0.	0	0.	4297	253.	163	10.	0	0.	0	0.
QK	1171	84.	155	12.	0	0.	0	0.	0	0.	1102	138.	352	176.	5	3.
QM	21	11.	7	4.	0	0.	0	0.	470	59.	2	2.	0	0.	0	0.
Q1	59	13.	110	37.	0	0.	5	3.	195	195.	32	16.	248	124.	10	5.
Q7	1	1.	3	3.	72	36.	4	2.	169	85.	3	3.	2187	122.	328	18.
Q9	7	7.	54	5.	77	2.	307	7.	190	190.	3	3.	0	0.	0	0.
K1	101	9.	54	5.	2	2.	1	1.	13	13.	3	3.	0	0.	0	0.
K6	0	0.	0	0.	0	0.	0	0.	39	39.	2	2.	287	144.	5	3.
K7	0	0.	0	0.	0	0.	0	0.	14	14.	3	3.	143	48.	9	3.
KA	144	144.	10	10.	0	0.	0	0.	62	62.	12	12.	229	33.	16	2.
KB	86	86.	2	2.	0	0.	0	0.	1315	329.	28	7.	2668	124.	117	3.
VC	1511	59.	122	8.	0	0.	6	3.	0	0.	0	0.	1119	124.	29	3.
WF	391	130.	17	6.	0	0.	17	6.	0	0.	0	0.	1724	56.	87	3.
WG	189	59.	3	2.	44	15.	0	0.	146	62.	9	3.	134	67.	5	3.
WH	39	39.	2	2.	0	0.	0	0.	0	0.	0	0.	1462	122.	31	3.
43	53	53.	2	2.	0	0.	0	0.	0	0.	0	0.	2151	67.	84	3.
45	752	34.	31	6.	0	0.	3	2.	870	290.	29	10.	447	89.	28	6.
5A	235	45.	140	24.	23	12.	1154	10.	1061	82.	112	9.	1511	116.	420	32.
5B	734	9.	731	7.	315	3.	127	12.	224	114.	23	13.	118	118.	36	36.
5C	743	17.	139	5.	6	1.	53	4.	109	55.	12	6.	284	71.	37	9.
5E	122	41.	15	4.	40	3.	14	1.	82	82.	6	6.	101	25.	38	10.
5H	30	10.	4	1.	127	13.	0	0.	0	0.	0	0.	24	24.	3	3.
5K	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED				DEFERRED			
	PILOT SHIP		CONTROL SHIP		PILOT SHIP		CONTROL SHIP	
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL DAYS DOWN	AVG DAYS DOWN
	MAINT HRS	MAINT HRS	MAINT HRS	MAINT HRS	MAINT HRS	MAINT HRS	MAINT HRS	MAINT HRS
	SHIP	SHIP	SHIP	SHIP	SHIP	SHIP	SHIP	SHIP
GR	62	31.	9	4.	244	122.	22	11.
GW	0	0.	0	0.	0	0.	0	0.
GL	0	0.	0	0.	56	35.	15	8.
JF	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	129	65.	93	47.
JN	1	1.	4	4.	0	0.	0	0.
LR	150	38.	19	5.	28	28.	1	1.
LC	32	16.	15	5.	0	0.	0	0.
LD	8	8.	28	28.	104	52.	9	5.
LI	0	0.	3	2.	0	0.	0	0.
MI	14	14.	7	7.	0	0.	0	0.
M3	9	9.	1	1.	0	0.	0	0.
M4	195	39.	17	3.	0	0.	0	0.
M5	32	32.	3	3.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.
MC	0	0.	0	0.	0	0.	0	0.
MF	0	0.	0	0.	104	52.	124	64.
PI	9	9.	0	0.	279	279.	2	2.
P3	13	13.	24	3.	134	67.	3	3.
P4	141	14.	251	25.	0	0.	0	0.
P6	170	20.	28	3.	192	38.	231	58.
P7	33	3.	0	0.	154	77.	10	5.
QB	424	51.	18	3.	0	0.	0	0.
QD	414	17.	158	6.	72	72.	4	4.
QE	36	22.	47	12.	362	60.	130	22.
QF	47	17.	10	2.	217	109.	15	8.
QM	93	31.	6	2.	4A	24.	8	4.
Q1	0	0.	0	0.	0	0.	0	0.
Q7	10	10.	5	2.	0	0.	0	0.
Q9	183	37.	128	26.	327	109.	11	4.
R1	0	0.	0	0.	66	66.	5	5.
R5	2A	29.	3	3.	43	43.	7	7.
RB	0	0.	0	0.	406	68.	14	2.
AC	1	1.	1	1.	882	80.	28	3.
AD	0	0.	0	0.	230	77.	7	2.
AF	0	0.	0	0.	250	69.	15	3.
AG	0	0.	0	0.	415	69.	0	0.
AH	0	0.	0	0.	277	69.	11	3.
AI	0	0.	0	0.	71	71.	3	3.
AK	0	0.	0	0.	0	0.	0	0.
AL	0	0.	0	0.	688	69.	32	3.
AM	0	0.	0	0.	112	56.	4	2.
AN	0	0.	0	0.	0	0.	0	0.
AO	0	0.	0	0.	0	0.	0	0.
AP	0	0.	0	0.	0	0.	0	0.
AQ	0	0.	0	0.	0	0.	0	0.
AR	0	0.	0	0.	0	0.	0	0.
AS	0	0.	0	0.	0	0.	0	0.
AT	0	0.	0	0.	0	0.	0	0.
AV	0	0.	0	0.	0	0.	0	0.
AW	0	0.	0	0.	0	0.	0	0.
AX	0	0.	0	0.	0	0.	0	0.
AY	0	0.	0	0.	0	0.	0	0.
AZ	0	0.	0	0.	0	0.	0	0.
BA	0	0.	0	0.	0	0.	0	0.
BB	0	0.	0	0.	0	0.	0	0.
BC	0	0.	0	0.	0	0.	0	0.
BD	0	0.	0	0.	0	0.	0	0.
BE	0	0.	0	0.	0	0.	0	0.
BF	0	0.	0	0.	0	0.	0	0.
BG	0	0.	0	0.	0	0.	0	0.
BH	0	0.	0	0.	0	0.	0	0.
BI	0	0.	0	0.	0	0.	0	0.
BJ	0	0.	0	0.	0	0.	0	0.
BK	0	0.	0	0.	0	0.	0	0.
BL	0	0.	0	0.	0	0.	0	0.
BM	0	0.	0	0.	0	0.	0	0.
BN	0	0.	0	0.	0	0.	0	0.
BO	0	0.	0	0.	0	0.	0	0.
BP	0	0.	0	0.	0	0.	0	0.
BQ	0	0.	0	0.	0	0.	0	0.
BR	0	0.	0	0.	0	0.	0	0.
BS	0	0.	0	0.	0	0.	0	0.
BT	0	0.	0	0.	0	0.	0	0.
BU	0	0.	0	0.	0	0.	0	0.
BV	0	0.	0	0.	0	0.	0	0.
BW	0	0.	0	0.	0	0.	0	0.
BX	0	0.	0	0.	0	0.	0	0.
BY	0	0.	0	0.	0	0.	0	0.
BZ	0	0.	0	0.	0	0.	0	0.
CA	0	0.	0	0.	0	0.	0	0.
CB	0	0.	0	0.	0	0.	0	0.
CC	0	0.	0	0.	0	0.	0	0.
CD	0	0.	0	0.	0	0.	0	0.
CE	0	0.	0	0.	0	0.	0	0.
CF	0	0.	0	0.	0	0.	0	0.
CG	0	0.	0	0.	0	0.	0	0.
CH	0	0.	0	0.	0	0.	0	0.
CI	0	0.	0	0.	0	0.	0	0.
CJ	0	0.	0	0.	0	0.	0	0.
CK	0	0.	0	0.	0	0.	0	0.
CL	0	0.	0	0.	0	0.	0	0.
CM	0	0.	0	0.	0	0.	0	0.
CN	0	0.	0	0.	0	0.	0	0.
CO	0	0.	0	0.	0	0.	0	0.
CP	0	0.	0	0.	0	0.	0	0.
CQ	0	0.	0	0.	0	0.	0	0.
CR	0	0.	0	0.	0	0.	0	0.
CS	0	0.	0	0.	0	0.	0	0.
CT	0	0.	0	0.	0	0.	0	0.
CU	0	0.	0	0.	0	0.	0	0.
CV	0	0.	0	0.	0	0.	0	0.
CW	0	0.	0	0.	0	0.	0	0.
CX	0	0.	0	0.	0	0.	0	0.
CY	0	0.	0	0.	0	0.	0	0.
CZ	0	0.	0	0.	0	0.	0	0.
DA	0	0.	0	0.	0	0.	0	0.
DB	0	0.	0	0.	0	0.	0	0.
DC	0	0.	0	0.	0	0.	0	0.
DD	0	0.	0	0.	0	0.	0	0.
DE	0	0.	0	0.	0	0.	0	0.
DF	0	0.	0	0.	0	0.	0	0.
DG	0	0.	0	0.	0	0.	0	0.
DH	0	0.	0	0.	0	0.	0	0.
DI	0	0.	0	0.	0	0.	0	0.
DJ	0	0.	0	0.	0	0.	0	0.
DK	0	0.	0	0.	0	0.	0	0.
DL	0	0.	0	0.	0	0.	0	0.
DM	0	0.	0	0.	0	0.	0	0.
DN	0	0.	0	0.	0	0.	0	0.
DO	0	0.	0	0.	0	0.	0	0.
DP	0	0.	0	0.	0	0.	0	0.
DQ	0	0.	0	0.	0	0.	0	0.
DR	0	0.	0	0.	0	0.	0	0.
DS	0	0.	0	0.	0	0.	0	0.
DT	0	0.	0	0.	0	0.	0	0.
DU	0	0.	0	0.	0	0.	0	0.
DV	0	0.	0	0.	0	0.	0	0.
DW	0	0.	0	0.	0	0.	0	0.
DX	0	0.	0	0.	0	0.	0	0.
DY	0	0.	0	0.	0	0.	0	0.
DZ	0	0.	0	0.	0	0.	0	0.
EA	0	0.	0	0.	0	0.	0	0.
EB	0	0.	0	0.	0	0.	0	0.
EC	0	0.	0	0.	0	0.	0	0.
ED	0	0.	0	0.	0	0.	0	0.
EE	0	0.	0	0.	0	0.	0	0.
EF	0	0.	0	0.	0	0.	0	0.
EG	0	0.	0	0.	0	0.	0	0.
EH	0	0.	0	0.	0	0.	0	0.
EI	0	0.	0	0.	0	0.	0	0.
EJ	0	0.	0	0.	0	0.	0	0.
EK	0	0.	0	0.	0	0.	0	0.
EL	0	0.	0	0.	0	0.	0	0.
EM	0	0.	0	0.	0	0.	0	0.
EN	0	0.	0	0.	0	0.	0	0.
EO	0	0.	0	0.	0	0.	0	0.
EP	0	0.	0	0.	0	0.	0	0.
EQ	0	0.	0	0.	0	0.	0	0.
ER	0	0.	0	0.	0	0.	0	0.
ES	0	0.	0	0.	0	0.	0	0.
ET	0	0.	0	0.	0	0.	0	0.
EU	0	0.	0	0.	0	0.	0	0.
EV	0	0.	0	0.	0	0.	0	0.
EW	0	0.	0	0.	0	0.	0	0.
EX	0	0.	0	0.	0	0.	0	0.
EY	0	0.	0	0.	0	0.	0	0.
EZ	0	0.	0	0.	0	0.	0	0.
FA	0	0.	0	0.	0	0.	0	0.
FB	0	0.	0	0.	0	0.	0	0.
FC	0	0.	0	0.	0	0.	0	0.
FD	0	0.	0	0.	0	0.	0	0.
FE	0	0.	0	0.	0	0.	0	0.
FF	0	0.	0	0.	0	0.	0	0.
FG	0	0.	0	0.	0	0.	0	0.
FH	0	0.	0	0.	0	0.	0	0.
FI	0	0.	0	0.	0	0.	0	0.
FJ	0	0.	0	0.	0	0.	0	0.
FK	0	0.	0	0.	0	0.	0	0.
FL	0	0.	0	0.	0	0.	0	0.
FM	0	0.	0	0.	0	0.	0	0.
FN	0	0.	0	0.	0	0.	0	0.
FO	0	0.	0	0.	0	0.	0	0.
FP	0	0.	0	0.	0	0.	0	0.
FQ	0	0.	0	0.	0	0.	0	0.
FR	0	0.	0	0.	0	0.	0	0.
FS	0	0.	0	0.	0	0.	0	0.
FT	0	0.	0	0.	0	0.	0	0.
FU	0	0.	0	0.	0	0.	0	0.
FV	0	0.	0	0.	0	0.	0	0.
FW	0	0.	0	0.	0	0.	0	0.
FX	0	0.	0	0.	0	0.	0	0.
FY	0	0.	0	0.	0	0.	0	0.
FZ	0	0.	0	0.	0	0.	0	0.
GA	0	0.	0	0.	0	0.	0	0.
GB	0	0.	0	0.	0	0.	0	0.
GC	0	0.	0	0.	0	0.	0	0.
GD	0	0.	0	0.	0	0.	0	0.
GE	0	0.	0	0.	0	0.	0	0.
GF	0	0.	0	0.	0	0.	0	0.
GG	0	0.	0	0.	0	0.	0	0.
GH	0	0.	0	0.	0	0.	0	0.
GI	0	0.	0	0.	0	0.	0	0.
GJ	0	0.	0	0.	0	0.	0	0.
GK	0	0.	0	0				

PILOT SHIP # 4 VS. CONTROL SHIP # 2

SUMMARY OF DATA

NOT DEFERRED

DEFERRED

EIC CODE	P I L O T				C O N T R O L				S H I P				P T L O T				S H I P				C O N T R O L				S H I P			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS				
G1	14	10.	22	11.	90	4.	202	9.	472	79.	35	6.	165	55.	82	27.												
J0	75	75.	2	2.	92	92.	1	1.	58	58.	2	2.	0	0.	0	0.												
JF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
JJ	0	0.	0	0.	0	0.	24	24.	129	65.	93	47.	52	52.	2	2.												
JN	41	5.	31	3.	0	0.	0	0.	17	17.	3	3.	58	58.	9	9.												
LB	150	30.	52	5.	0	0.	0	0.	751	107.	210	30.	73	73.	43	43.												
LC	36	9.	28	13.	0	0.	0	0.	236	47.	42	8.	0	0.	0	0.												
LD	8	8.	28	28.	0	0.	0	0.	32	32.	10	10.	69	69.	7	7.												
LH	110	110.	3	9.	1	1.	7	7.	149	149.	1	1.	0	0.	0	0.												
L1	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
L3	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
L6	1	1.	7	4.	0	0.	19	6.	157	52.	19	6.	0	0.	0	0.												
M3	9	9.	1	1.	0	0.	0	0.	362	181.	72	36.	0	0.	0	0.												
M4	195	39.	17	3.	0	0.	0	0.	25	25.	74	74.	0	0.	0	0.												
M5	32	32.	3	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
M6	107	21.	28	6.	0	0.	0	0.	550	138.	50	13.	0	0.	0	0.												
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
NC	0	0.	0	0.	0	0.	0	0.	169	28.	180	30.	53	53.	63	63.												
N8	2	2.	18	18.	1	1.	30	30.	680	76.	350	39.	79	26.	21.	21.												
N9	0	0.	0	0.	12	12.	5	3.	144	72.	34	19.	0	0.	0	0.												
P1	16	1.	53	3.	0	0.	17	4.	614	124.	23	5.	0	0.	0	0.												
P3	1A	1.	42	17.	0	0.	0	0.	1159	61.	135	7.	0	0.	0	0.												
P4	190	8.	427	17.	173	6.	43	7.	521	35.	948	63.	0	0.	0	0.												
P6	169	16.	37	3.	6	1.	43	7.	745	83.	56	6.	0	0.	0	0.												
P7	4A	1.	126	3.	0	0.	41	10.	47	24.	7	4.	0	0.	0	0.												
P9	0	0.	1	1.	1	1.	4	4.	45	23.	7	4.	0	0.	0	0.												
Q8	439	29.	57	4.	25	3.	22	3.	502	84.	39	7.	0	0.	0	0.												
Q0	533	9.	529	9.	321	6.	304	6.	1300	39.	581	18.	0	0.	0	0.												
Q6	91	11.	76	12.	5	1.	35	6.	380	76.	45	9.	0	0.	0	0.												
QF	131	6.	99	5.	156	7.	234	11.	256	85.	24	8.	0	0.	0	0.												
QH	6	6.	30	30.	0	0.	0	0.	76	38.	7	4.	0	0.	0	0.												
QK	78	9.	395	26.	0	0.	1	1.	147	21.	163	23.	0	0.	0	0.												
QM	111	0.	43	3.	4	1.	9	2.	395	66.	32	5.	0	0.	0	0.												
Q1	0	0.	2	2.	0	0.	0	0.	46	46.	35	35.	0	0.	0	0.												
Q7	10	5.	10	5.	2	1.	7	4.	0	0.	0	0.	0	0.	0	0.												
Q9	215	24.	153	17.	1	1.	2	2.	456	65.	54	8.	0	0.	0	0.												
RA	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
R1	6	1.	21	2.	29	2.	21	1.	339	113.	15	5.	0	0.	0	0.												
R5	28	28.	3	3.	0	0.	7	4.	43	43.	7	7.	0	0.	0	0.												
AK	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	0	0.	0	0.												
WC	4	1.	13	3.	4	2.	14	7.	1420	77.	54	3.	0	0.	0	0.												
WD	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	0	0.	0	0.												
WE	3	3.	2	2.	11	6.	54	27.	580	116.	13	3.	0	0.	0	0.												
WG	6	3.	12	9.	30	10.	14	5.	725	73.	32	3.	0	0.	0	0.												
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.												
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	0	0.	0	0.												
W0	0	0.	0	0.	0	0.	2	2.	131	66.	9	5.	0	0.	0	0.												
W3	0	0.	0	0.	0	0.	0	0.	1015	85.	47	4.	0	0.	0	0.												
W5	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	0	0.	0	0.												
W9	0	0.	0	0.	0	0.	0	0.	178	59.	7	2.	0	0.	0	0.												
5A	0	0.	0	0.	0	0.	0	0.	2013	42.	819	17.	0	0.	0	0.												
5B	274	6.	203	5.	272	5.	1003	18.	0	0.	0	0.	0	0.	0	0.												
5C	115	5.	267	11.	6	0.	55	3.	0	0.	0	0.	0	0.	0	0.												
5F	227	15.	69	5.	0	0.	2	2.	273	39.	161	23.	0	0.	0	0.												
5I	20	10.	3	2.	4	4.	18	9.	50	50.	7	7.	0	0.	0	0.												

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 3

NOT DEFERRED										DEFERRED									
PILOT SHIP										CONTROL SHIP									
EIC CODE	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	EIC CODE	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN
G9	62	31.	8	4.	19	6.	66	22.	449	112.	29	7.	0	0.	603	121.	0	0.	0
G1	19	10.	22	11.	96	24.	12	3.	472	79.	35	6.	47	9.	240	240.	4	4.	4
J0	75	75.	2	2.	0	0.	0	0.	58	58.	2	2.	0	0.	0	0.	0	0.	0
JF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0
JJ	0	0.	0	0.	0	0.	0	0.	129	65.	93	47.	0	0.	353	177.	0	0.	0
JN	41	5.	31	3.	64	6.	57	6.	17	17.	3	3.	98	49.	312	104.	74	25.	74
LR	150	30.	23	5.	0	0.	0	0.	751	107.	210	30.	0	0.	0	0.	0	0.	0
LC	36	9.	52	13.	33	11.	3	1.	32	32.	10	10.	0	0.	151	76.	0	0.	0
LH	110	110.	9	9.	0	0.	0	0.	149	149.	1	1.	1	1.	317	159.	2	1.	1
L1	0	0.	3	2.	0	0.	0	0.	0	0.	0	0.	0	0.	195	52.	58	19.	19
L3	0	0.	4	4.	0	0.	0	0.	157	52.	19	6.	0	0.	0	0.	0	0.	0
L6	1	1.	7	4.	1	0.	34	5.	30	10.	27	9.	0	0.	19	19.	5	5.	5
M1	17	3.	18	4.	0	0.	0	0.	362	181.	72	36.	0	0.	0	0.	0	0.	0
M3	9	9.	1	1.	0	0.	0	0.	25	25.	74	74.	0	0.	10	10.	0	0.	0
M4	135	33.	17	3.	0	0.	0	0.	550	138.	50	13.	0	0.	54	27.	8	8.	8
M5	42	32.	3	3.	0	0.	0	0.	169	28.	180	30.	18	18.	112	112.	18	18.	18
M6	107	21.	28	6.	0	0.	0	0.	680	76.	350	39.	37	19.	237	119.	37	19.	37
M7	0	0.	0	0.	0	0.	0	0.	144	72.	38	19.	15	15.	25	25.	15	15.	15
NC	0	0.	0	0.	0	0.	0	0.	618	124.	23	5.	50	25.	97	49.	50	25.	50
NA	0	0.	18	18.	0	0.	11	6.	1159	61.	135	7.	628	52.	1024	85.	628	52.	628
P1	14	1.	53	3.	3	2.	18	9.	521	35.	988	63.	107	27.	797	72.	107	27.	107
P3	190	8.	427	17.	306	17.	16	6.	745	43.	56	6.	74	7.	797	72.	74	7.	74
P4	189	16.	37	3.	59	20.	1	1.	47	24.	7	4.	481	53.	719	80.	481	53.	481
P6	44	1.	126	3.	0	0.	0	0.	45	23.	7	4.	15	15.	239	48.	15	15.	15
P7	0	0.	1	1.	0	0.	2	1.	502	84.	39	7.	76	19.	166	42.	76	19.	76
P9	0	0.	0	0.	0	0.	0	0.	168	168.	4	4.	95	95.	63	63.	95	95.	95
QA	459	29.	57	4.	0	0.	25	4.	1300	39.	581	18.	634	17.	2716	71.	634	17.	634
QC	41	27.	28	9.	16	2.	0	0.	380	76.	45	9.	22	7.	165	55.	22	7.	22
QD	533	9.	529	9.	0	0.	10	10.	256	85.	24	8.	89	30.	235	78.	89	30.	89
QE	91	11.	96	12.	15	1.	377	13.	147	21.	163	23.	0	0.	0	0.	0	0.	0
QF	131	6.	99	5.	3	7.	32	4.	395	66.	32	5.	0	0.	0	0.	0	0.	0
QG	72	6.	395	28.	53	0.	0	0.	46	46.	35	35.	0	0.	0	0.	0	0.	0
QH	111	9.	43	3.	0	0.	0	0.	456	46.	35	35.	0	0.	0	0.	0	0.	0
QI	0	0.	2	2.	0	0.	0	0.	456	46.	35	35.	0	0.	0	0.	0	0.	0
QJ	215	24.	153	17.	0	0.	0	0.	456	46.	35	35.	0	0.	0	0.	0	0.	0
QK	6	1.	21	2.	26	7.	25	6.	339	113.	15	5.	47	24.	75	38.	47	24.	47
QL	28	28.	3	3.	0	0.	0	0.	43	43.	7	7.	6	6.	36	36.	6	6.	6
QM	0	0.	0	0.	0	0.	0	0.	233	117.	5	3.	0	0.	0	0.	0	0.	0
QN	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	28	13.	892	223.	28	13.	28
QO	0	0.	0	0.	0	0.	0	0.	1420	71.	54	3.	35	9.	220	110.	35	9.	35
QP	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	28	9.	426	107.	28	9.	28
QR	2	3.	2	2.	0	0.	0	0.	580	116.	13	3.	61	9.	185	62.	61	9.	61
QS	6	3.	12	6.	0	0.	0	0.	725	73.	32	3.	0	0.	464	66.	0	0.	0
QT	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0
QU	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	5	5.	221	221.	5	5.	5
QV	0	0.	0	0.	0	0.	0	0.	131	66.	9	5.	9	9.	158	158.	9	9.	9
QW	0	0.	0	0.	0	0.	0	0.	134	134.	3	3.	0	0.	0	0.	0	0.	0
QX	0	0.	0	0.	0	0.	0	0.	1015	85.	47	4.	45	11.	171	43.	45	11.	45
QY	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	24	12.	146	73.	24	12.	24
QZ	31	31.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0
RA	0	0.	0	0.	0	0.	0	0.	178	59.	7	2.	0	0.	0	0.	0	0.	0
RB	0	0.	0	0.	0	0.	0	0.	2013	42.	819	17.	23	23.	217	54.	92	23.	92
RC	274	6.	203	5.	126	5.	35	12.	206	41.	54	11.	5	5.	47	47.	5	5.	5
RD	114	5.	237	11.	19	1.	44	3.	273	39.	161	23.	0	0.	0	0.	0	0.	0
RE	227	15.	49	9.	13	7.	20	10.	50	50.	7	7.	0	0.	0	0.	0	0.	0
RF	0	0.	3	2.	1	1.	4	4.	105	105.	5	5.	0	0.	0	0.	0	0.	0
RG	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 4

ETC CODE	PILOT SHIP				CONTROL SHIP				NOT DEFERRED				DEFERRED				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	52	31.	8	4.	2	2.	2	2.	449	112.	29	7.	662	166.	54	14.	449	112.	29	7.	662	166.	54	14.
GW	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
G1	19	10.	22	11.	74	5.	97	6.	472	79.	35	6.	583	117.	25	5.	472	79.	35	6.	583	117.	25	5.
JD	75	75.	2	2.	0	0.	0	0.	58	58.	2	2.	0	0.	0	0.	58	58.	2	2.	0	0.	0	0.
JF	0	0.	0	0.	20	20.	34	34.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	5	5.	28	9.	129	65.	93	47.	159	80.	8	4.	129	65.	93	47.	159	80.	8	4.
JW	36	6.	17	3.	13	3.	187	37.	17	17.	3	3.	232	77.	10	3.	17	17.	3	3.	232	77.	10	3.
LR	0	0.	4	4.	21	5.	36	9.	109	27.	141	35.	1279	160.	88	11.	109	27.	141	35.	1279	160.	88	11.
LC	36	9.	52	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.	156	39.	24	6.	256	128.	4	2.	156	39.	24	6.	256	128.	4	2.
L3	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	19	18.	2	2.	0	0.	0	0.	19	18.	2	2.
L6	1	1.	7	4.	1	0.	7	2.	156	78.	14	7.	589	59.	25	3.	156	78.	14	7.	589	59.	25	3.
M3	0	0.	0	0.	0	0.	0	0.	362	181.	72	36.	545	545.	3	3.	362	181.	72	36.	545	545.	3	3.
M4	126	126.	5	5.	732	41.	66	4.	25	25.	74	74.	1600	257.	52	7.	25	25.	74	74.	1600	257.	52	7.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	49	49.	7	7.	11	4.	22	7.	451	150.	30	10.	702	78.	28	3.	451	150.	30	10.	702	78.	28	3.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	429	429.	11	11.	0	0.	0	0.	429	429.	11	11.
NC	0	0.	0	0.	0	0.	0	0.	169	28.	180	30.	157	79.	6	3.	169	28.	180	30.	157	79.	6	3.
N8	2	2.	18	18.	24	8.	6	2.	664	83.	238	30.	1118	93.	21	2.	664	83.	238	30.	1118	93.	21	2.
N9	0	0.	0	0.	0	0.	30	10.	77	77.	1	1.	85	43.	18	9.	77	77.	1	1.	85	43.	18	9.
P1	10	1.	32	3.	0	0.	1	1.	618	124.	23	5.	280	70.	16	2.	618	124.	23	5.	280	70.	16	2.
P3	18	1.	40	5.	0	0.	0	0.	1159	61.	135	7.	701	100.	16	2.	1159	61.	135	7.	701	100.	16	2.
P4	167	9.	324	18.	35	3.	55	5.	397	28.	915	65.	753	108.	68	10.	397	28.	915	65.	753	108.	68	10.
P6	183	18.	31	3.	55	28.	3	2.	400	80.	41	8.	772	97.	24	3.	400	80.	41	8.	772	97.	24	3.
P7	37	2.	63	3.	0	0.	0	0.	47	24.	7	4.	532	106.	24	5.	47	24.	7	4.	532	106.	24	5.
QH	433	36.	43	4.	0	0.	0	0.	463	93.	34	7.	35	35.	2	2.	463	93.	34	7.	35	35.	2	2.
QC	491	27.	28	9.	0	0.	0	0.	168	168.	4	4.	59	59.	2	2.	168	168.	4	4.	59	59.	2	2.
QD	492	9.	491	3.	88	5.	60	4.	1205	45.	543	20.	785	71.	42	4.	1205	45.	543	20.	785	71.	42	4.
QE	130	7.	61	3.	0	0.	3	2.	256	85.	24	8.	399	399.	1	1.	256	85.	24	8.	399	399.	1	1.
QK	78	7.	390	35.	14	5.	13	4.	91	15.	161	27.	0	0.	0	0.	91	15.	161	27.	0	0.	0	0.
QM	111	9.	39	3.	128	4.	158	5.	395	66.	32	5.	2018	288.	30	4.	395	66.	32	5.	2018	288.	30	4.
Q9	181	45.	124	31.	0	0.	0	0.	46	46.	35	35.	317	159.	28	14.	46	46.	35	35.	317	159.	28	14.
Q1	2	0.	18	2.	94	8.	82	7.	403	67.	47	8.	36	12.	9	3.	403	67.	47	8.	36	12.	9	3.
K5	28	28.	3	3.	0	0.	16	4.	339	113.	15	5.	141	47.	58	19.	339	113.	15	5.	141	47.	58	19.
WR	0	0.	0	0.	0	0.	0	0.	43	43.	7	7.	0	0.	13	13.	43	43.	7	7.	0	0.	13	13.
WC	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	393	131.	5	2.	406	68.	14	2.	393	131.	5	2.
WF	0	0.	2	2.	0	0.	1	1.	1064	89.	37	3.	0	0.	0	0.	1064	89.	37	3.	0	0.	0	0.
WG	0	0.	0	0.	48	48.	0	0.	612	122.	28	4.	556	139.	14	4.	612	122.	28	4.	556	139.	14	4.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	150	50.	6	2.	0	0.	0	0.	150	50.	6	2.
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	89	89.	2	2.	313	63.	14	3.	89	89.	2	2.
WR	0	0.	0	0.	0	0.	0	0.	134	134.	3	3.	289	72.	7	2.	134	134.	3	3.	289	72.	7	2.
W3	0	0.	0	0.	0	0.	0	0.	871	79.	43	4.	688	86.	16	2.	871	79.	43	4.	688	86.	16	2.
W5	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	56	56.	2	2.	112	56.	4	2.	56	56.	2	2.
SR	256	7.	170	5.	362	6.	53	10.	1884	47.	754	19.	744	93.	127	16.	1884	47.	754	19.	744	93.	127	16.
SC	115	5.	237	11.	104	12.	13	1.	206	41.	54	11.	0	0.	0	0.	206	41.	54	11.	0	0.	0	0.
5F	227	15.	69	5.	0	0.	0	0.	273	39.	161	23.	82	82.	2	2.	273	39.	161	23.	82	82.	2	2.
5Z	0	0.	0	0.	78	26.	17	6.	105	105.	5	5.	0	0.	0	0.	105	105.	5	5.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 5

EIC CODE	NOT DEFERRED										DEFERRED									
	PILOT SHIP					CONTROL SHIP					PILOT SHIP					CONTROL SHIP				
	TOTAL DAYS DOWN	AVG DOWN	MAINT HRS	TOTAL DAYS DOWN	AVG DOWN	TOTAL DAYS DOWN	AVG DOWN	MAINT HRS	TOTAL DAYS DOWN	AVG DOWN	TOTAL DAYS DOWN	AVG DOWN	MAINT HRS	TOTAL DAYS DOWN	AVG DOWN	TOTAL DAYS DOWN	AVG DOWN	MAINT HRS	TOTAL DAYS DOWN	AVG DOWN
G1	19	10.	22	11.	5	1.	34	9.	472	79.	35	6.	305	0	0.	0	0.	0	0	0.
LP	0	0.	4	4.	0	0.	0	0.	109	27.	141	35.	0	0	0.	375	54.	0	0	0.
LC	36	12.	46	15.	0	0.	0	0.	0	0.	0	0.	0	0	0.	0	0.	0	0	0.
LD	0	0.	0	0.	0	0.	0	0.	156	39.	24	6.	0	0	0.	0	0.	0	0	0.
LH	110	110.	9	9.	0	0.	10	10.	32	32.	10	10.	0	0	0.	0	0.	0	0	0.
M3	0	0.	0	0.	0	0.	50	50.	362	181.	72	36.	48	48	48.	100	100.	0	0	0.
M4	126	126.	5	5.	0	0.	30	30.	25	25.	74	74.	0	0	0.	0	0.	0	0	0.
M5	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0	0.	0	0.	0	0	0.
M6	49	49.	7	7.	0	0.	0	0.	451	150.	30	10.	0	0	0.	0	0.	0	0	0.
NC	0	0.	0	0.	58	12.	81	16.	169	28.	180	30.	33	33	33.	0	0.	0	0	0.
JA	2	2.	18	18.	26	4.	55	9.	664	83.	238	30.	53	53	18.	18	6.	3	3	3.
P1	10	1.	32	3.	66	66.	2	2.	618	124.	23	5.	0	0	0.	0	0.	0	0	0.
P4	163	10.	303	18.	66	7.	126	13.	397	28.	915	65.	0	0	0.	0	0.	0	0	0.
P6	51	13.	18	5.	0	0.	0	0.	400	80.	41	8.	0	0	0.	0	0.	0	0	0.
P7	34	2.	55	3.	132	66.	6	3.	47	24.	7	4.	0	0	0.	0	0.	0	0	0.
P9	0	0.	0	0.	0	0.	0	0.	45	23.	7	4.	0	0	0.	0	0.	0	0	0.
QB	433	36.	43	4.	0	0.	0	0.	463	93.	34	7.	0	0	0.	0	0.	0	0	0.
QC	41	27.	28	9.	0	0.	0	0.	168	168.	4	4.	77	77.	77.	2	2.	0	0	0.
QD	492	9.	488	9.	46	46.	1	1.	1205	45.	543	20.	0	0	0.	0	0.	0	0	0.
QE	45	11.	38	10.	21	21.	5	5.	327	82.	21	5.	0	0	0.	0	0.	0	0	0.
QF	130	7.	61	3.	0	0.	2	1.	256	85.	24	8.	0	0	0.	0	0.	0	0	0.
QM	57	6.	78	9.	0	0.	0	0.	91	15.	161	27.	0	0	0.	0	0.	0	0	0.
QN	104	10.	38	3.	0	0.	0	0.	395	66.	32	5.	0	0	0.	0	0.	0	0	0.
G1	0	0.	0	0.	0	0.	0	0.	46	46.	35	35.	0	0	0.	0	0.	0	0	0.
WD	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	0	0	0.	0	0.	0	0	0.
WF	0	0.	0	0.	0	0.	0	0.	487	122.	10	3.	0	0	0.	0	0.	0	0	0.
WG	0	0.	0	0.	0	0.	0	0.	612	77.	28	4.	0	0	0.	85	85.	0	0	0.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0	0.	0	0.	0	0	0.
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	0	0	0.	0	0.	0	0	0.
W3	0	0.	0	0.	0	0.	0	0.	871	79.	43	4.	190	95.	95.	4	4.	4	2.	2.
5A	256	7.	170	5.	0	0.	11	4.	1884	47.	754	19.	56	56.	56.	4	4.	4	4	4.
5F	72	7.	58	6.	0	0.	0	0.	273	39.	161	23.	0	0	0.	0	0.	0	0	0.
5H	123	25.	5	1.	0	0.	0	0.	325	36.	81	9.	115	58.	58.	120	60.	0	0	0.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED				DEFERRED				PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	3	1.	58	19.	13	13.	25	25.	255	85.	9	3.	0	0.	0	0.	299	75.	0	0.	0	0.	0	0.
G1	41	2.	384	15.	166	14.	1049	91.	1417	177.	113	14.	0	0.	0	0.	270	615.	0	0.	0	0.	26	7.
JF	0	0.	0	0.	0	0.	0	0.	474	158.	6	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JN	0	0.	10	1.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	213	71.	10	3.	0	0.	10	3.
LR	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	102	51.	4	2.	0	0.	4	2.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.	45	45.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	36	36.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M4	10	3.	7	2.	0	0.	0	0.	234	234.	34	34.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
NC	101	11.	128	14.	0	0.	0	0.	1049	175.	45	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
ND	0	0.	0	0.	0	0.	0	0.	200	200.	5	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	162	8.	505	25.	32	32.	1	1.	559	140.	90	23.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	31	5.	38	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P3	44	5.	37	4.	0	0.	0	0.	227	227.	14	14.	0	0.	0	0.	40	40.	15	15.	0	0.	15	15.
P4	5	1.	19	3.	264	15.	138	8.	2296	135.	107	6.	0	0.	0	0.	326	65.	17	3.	0	0.	17	3.
P6	0	0.	0	0.	0	0.	0	0.	69	69.	5	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P7	27	4.	35	5.	0	0.	2	2.	0	0.	6	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q8	2	0.	29	5.	0	0.	15	2.	636	212.	6	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QD	232	8.	132	5.	0	0.	0	0.	76	38.	6	3.	0	0.	0	0.	93	31.	15	5.	0	0.	15	5.
QE	0	0.	8	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	4	1.	116	15.	3	1.	17	3.	1237	137.	92	10.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	0	0.	0	0.	52	10.	65	17.	0	0.	65	17.
Q7	0	0.	0	0.	0	0.	1	1.	34	34.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q9	0	0.	0	0.	0	0.	0	0.	259	86.	13	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	0	0.	1	1.	0	0.	11	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WC	1	1.	2	2.	0	0.	17	2.	279	70.	4	1.	0	0.	0	0.	374	75.	33	7.	0	0.	33	7.
WD	0	0.	0	0.	0	0.	0	0.	34	34.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	209	52.	24	6.	0	0.	24	6.
WG	15	15.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	282	56.	18	4.	0	0.	18	4.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	17	17.	9	9.	0	0.	9	9.
WK	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	2	1.	6	3.	0	0.	0	0.	77	39.	5	3.	0	0.	0	0.	39	13.	11	4.	0	0.	11	4.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	49	49.	2	2.	0	0.	2	2.
W6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	22	11.	4	4.	0	0.	4	4.
W7	0	0.	0	0.	0	0.	0	0.	0	0.	2	1.	0	0.	0	0.	116	58.	4	2.	0	0.	4	2.
W9	0	0.	0	0.	0	0.	9	9.	140	70.	7	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SA	4	4.	64	64.	16	16.	26	13.	221	221.	49	4.	0	0.	0	0.	197	99.	36	18.	0	0.	36	18.
SH	136	2.	291	5.	10	5.	916	12.	453	38.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SC	3	2.	3	2.	22	11.	6	3.	4	45.	42	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SF	61	12.	43	9.	125	4.	143	4.	391	62.	9	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SH	0	0.	0	0.	9	1.	27	3.	62	21.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SL	0	0.	0	0.	0	0.	0	0.	38	38.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SZ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 2

EIC CODE	NOT DEFERRED				DEFERRED			
	PILOT SHIP		CONTROL SHIP		PILOT SHIP		CONTROL SHIP	
	TOTAL DAYS DOWN	AVG MAINT HRS	TOTAL DAYS DOWN	AVG MAINT HRS	TOTAL DAYS DOWN	AVG MAINT HRS	TOTAL DAYS DOWN	AVG MAINT HRS
G1	49	1.	636	14.	90	4.	202	9.
J0	0	0.	2	2.	92	92.	1	1.
JF	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	2	2.	24	24.
JN	22	2.	14	2.	0	0.	0	0.
JY	0	0.	0	0.	0	0.	0	0.
LB	3	3.	4	4.	0	0.	0	0.
LC	4	1.	15	5.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.
LH	11	11.	3	3.	0	0.	0	0.
L1	36	36.	1	1.	1	1.	7	7.
L3	0	0.	1	1.	0	0.	0	0.
L6	17	6.	7	2.	0	0.	19	6.
M3	0	0.	0	0.	0	0.	0	0.
M4	29	6.	17	3.	0	0.	3	0.
M5	1	1.	1	1.	2	2.	2	2.
M6	107	27.	15	4.	0	0.	0	0.
M7	1	1.	13	13.	0	0.	0	0.
NC	171	17.	130	13.	0	0.	0	0.
NA	254	11.	544	24.	1	1.	30	30.
N9	1	1.	6	8.	24	12.	5	3.
P1	34	5.	46	7.	12	3.	17	4.
P3	44	4.	42	4.	0	0.	0	0.
P4	70	4.	30	2.	6	6.	934	30.
P6	0	0.	0	0.	6	1.	40	8.
P7	35	4.	36	5.	0	0.	41	10.
P9	6	6.	5	5.	0	0.	0	0.
Q8	26	3.	32	4.	19	4.	19	3.
Q0	560	10.	298	6.	313	6.	286	6.
QE	0	0.	15	4.	5	1.	35	6.
QF	0	0.	8	8.	146	7.	204	10.
QH	6	6.	4	4.	0	0.	0	0.
QK	113	16.	52	7.	0	0.	1	1.
QM	6	0.	142	10.	4	1.	9	2.
Q1	0	0.	0	0.	0	0.	0	0.
Q7	0	0.	0	0.	2	1.	7	4.
Q9	1	0.	27	7.	1	1.	2	2.
R1	0	0.	7	2.	29	2.	21	1.
WR	0	0.	0	0.	0	0.	0	0.
WC	195	24.	15	2.	4	2.	14	7.
WD	32	32.	2	2.	0	0.	0	0.
WF	32	32.	2	2.	11	6.	54	27.
WG	79	16.	12	2.	30	10.	14	5.
WH	32	32.	2	2.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.
W0	0	0.	0	0.	2	2.	2	2.
W1	0	0.	0	0.	0	0.	0	0.
W3	66	17.	10	3.	0	0.	0	0.
W5	0	0.	0	0.	0	0.	0	0.
W9	0	0.	0	0.	0	0.	0	0.
SA	4	4.	54	64.	0	0.	0	0.
SB	205	2.	379	3.	272	5.	998	14.
SC	3	1.	5	2.	6	0.	55	3.
SE	62	9.	59	8.	0	0.	2	2.
SL	0	0.	0	0.	4	4.	14	9.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 3

CIC CODE	P I L O T				C O N T R O L				S H I P				S H I P				S H I P			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	3	1.	54	19.	18	6.	66	22.	456	91.	35	7.	0	0.	603	121.	0	0.	0	0.
G1	49	1.	636	14.	46	24.	12	3.	3070	154.	1875	94.	7.	0.	240	240.	0	0.	47	9.
JO	0	0.	2	2.	0	0.	2	0.	73	73.	2	2.	0.	0.	0	0.	0	0.	4	4.
JF	0	0.	0	0.	0	0.	0	0.	1331	222.	632	105.	0.	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	0	0.	0	0.	510	85.	15	3.	0.	0.	0	0.	0	0.	0	0.
JN	22	2.	19	2.	64	6.	57	6.	602	67.	29	3.	0.	0.	353	177.	98	49.	74	25.
LH	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	0.	0.	312	104.	74	25.	0	0.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0.	0.	0	0.	0	0.	0	0.
LH	11	11.	3	3.	0	0.	0	0.	0	0.	0	0.	0.	0.	0	0.	0	0.	0	0.
L1	36	36.	1	1.	0	0.	0	0.	0	0.	0	0.	0.	0.	98	98.	1	1.	1	1.
L3	0	0.	1	1.	0	0.	0	0.	73	73.	2	2.	0.	0.	45	45.	1	1.	1	1.
L6	17	6.	7	2.	1	0.	34	5.	641	160.	427	107.	0.	0.	155	52.	58	19.	5	5.
M3	0	0.	0	0.	0	0.	0	0.	403	202.	5	3.	0.	0.	19	19.	3	3.	0	0.
M4	29	6.	17	3.	0	0.	0	0.	1068	178.	95	16.	0.	0.	0	0.	0	0.	0	0.
M5	1	1.	1	1.	0	0.	0	0.	938	156.	63	11.	0.	0.	10	10.	8	8.	0	0.
M6	107	27.	15	4.	0	0.	0	0.	1557	156.	34	3.	0.	0.	54	27.	8	4.	0	0.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	0.	0.	0	0.	0	0.	0	0.
NC	171	17.	130	13.	0	0.	0	0.	1894	171.	765	70.	0.	0.	0	0.	0	0.	0	0.
ND	0	0.	0	0.	0	0.	0	0.	392	131.	18	6.	0.	0.	0	0.	0	0.	0	0.
N8	254	11.	544	24.	0	0.	0	0.	1837	141.	224	17.	0.	0.	0	0.	0	0.	0	0.
N9	1	1.	8	8.	0	0.	11	6.	447	149.	117	39.	0.	0.	25	25.	13	15.	0	0.
P1	34	5.	48	7.	3	0.	2	2.	168	84.	6	3.	0.	0.	97	49.	50	25.	574	57.
P3	44	4.	42	4.	0	0.	18	9.	621	155.	75	19.	0.	0.	654	65.	103	34.	74	7.
P4	70	4.	30	2.	285	18.	60	4.	4524	141.	153	5.	0.	0.	816	272.	797	72.	481	53.
P6	0	0.	0	0.	6	3.	15	8.	69	69.	5	5.	0.	0.	719	80.	68	17.	36	36.
P7	35	4.	36	5.	0	0.	1	1.	329	82.	12	2.	0.	0.	199	50.	94	47.	95	95.
P9	6	5.	5	5.	0	0.	0	0.	116	116.	2	2.	0.	0.	63	63.	502	15.	15	15.
Q8	26	3.	32	2.	0	0.	2	1.	1952	122.	56	4.	0.	0.	2397	73.	112	56.	89	30.
QC	0	0.	2	2.	0	0.	0	0.	48	48.	2	2.	0.	0.	235	78.	0	0.	0	0.
Q0	560	10.	298	6.	16	2.	25	4.	1051	81.	126	10.	0.	0.	0	0.	0	0.	0	0.
JE	0	0.	15	4.	0	0.	0	0.	236	118.	4	7.	0.	0.	0	0.	0	0.	0	0.
QF	0	0.	4	8.	0	0.	10	10.	168	84.	46	23.	0.	0.	0	0.	0	0.	0	0.
QK	113	16.	52	7.	15	1.	377	13.	240	240.	5	5.	0.	0.	0	0.	0	0.	0	0.
QM	6	0.	142	10.	53	7.	32	4.	282	143.	203	13.	0.	0.	0	0.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	0.	0.	0	0.	0	0.	0	0.
Q9	1	0.	27	7.	25	7.	25	6.	1006	112.	48	5.	0.	0.	372	74.	66	13.	24	24.
WA	0	0.	7	2.	0	0.	0	0.	346	115.	16	1.	0.	0.	75	38.	47	24.	0	0.
WR	0	0.	0	0.	0	0.	0	0.	69	69.	1	1.	0.	0.	0	0.	23	12.	26	26.
WC	195	24.	15	2.	0	0.	0	0.	232	232.	4	1.	0.	0.	220	110.	26	13.	35	35.
WD	32	32.	2	2.	0	0.	0	0.	279	70.	2	2.	0.	0.	426	107.	28	9.	52	52.
WF	32	32.	2	2.	0	0.	0	0.	34	34.	6	6.	0.	0.	202	51.	0	0.	0	0.
WG	79	16.	12	2.	0	0.	0	0.	385	128.	0	0.	0.	0.	221	221.	5	5.	9	9.
WH	32	32.	2	2.	0	0.	0	0.	90	90.	1	1.	0.	0.	158	158.	9	9.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	314	314.	1	1.	0.	0.	0	0.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0.	0.	0	0.	0	0.	0	0.
W1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0.	0.	0	0.	0	0.	0	0.
W3	66	17.	10	3.	0	0.	0	0.	77	39.	5	3.	0.	0.	171	43.	45	11.	12	12.
W5	0	0.	0	0.	0	0.	0	0.	232	232.	4	4.	0.	0.	146	73.	24	0.	0	0.
W6	32	32.	2	2.	0	0.	0	0.	152	152.	1	1.	0.	0.	0	0.	0	0.	0	0.
W7	0	0.	0	0.	0	0.	0	0.	140	140.	2	2.	0.	0.	0	0.	0	0.	0	0.
W9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0.	0.	0	0.	0	0.	0	0.
SA	4	4.	0	0.	0	0.	26	26.	126	126.	23	12.	0.	0.	137	69.	910	455.	0	0.
SB	205	2.	379	3.	57	2.	135	5.	1176	62.	68	4.	0.	0.	45	15.	90	30.	5	5.
SC	3	1.	5	2.	14	1.	38	3.	19	10.	54	2.	0.	0.	47	47.	0	0.	0	0.
SD	62	6.	94	8.	13	1.	20	10.	554	64.	2	2.	0.	0.	0	0.	0	0.	0	0.
SE	0	0.	0	0.	1	1.	4	4.	34	34.	0	0.	0.	0.	0	0.	0	0.	0	0.
SE	0	0.	0	0.	1	1.	0	0.	0	0.	0	0.	0.	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 4

EIC CODE	NOT DEFERRED				DEFERRED				CONTROL SHIP				PILOT SHIP				CONTROL SHIP				DEFERRED			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	3	1.	58	19.	2	2.	2	2.	255	85.	9	3.	662	166.	54	14.	662	166.	54	14.	662	166.	54	14.
G1	47	1.	476	14.	74	5.	97	6.	1522	152.	144	14.	583	117.	25	5.	583	117.	25	5.	583	117.	25	5.
JF	0	0.	0	0.	0	0.	0	0.	73	73.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	20	20.	34	34.	270	270.	615	615.	409	409.	2	2.	409	409.	2	2.	409	409.	2	2.
JN	0	0.	0	0.	5	5.	28	28.	510	510.	15	3.	159	80.	10	4.	159	80.	10	4.	159	80.	10	4.
LA	0	0.	12	1.	13	3.	187	37.	0	0.	0	0.	232	77.	8	3.	232	77.	8	3.	232	77.	8	3.
LC	3	3.	15	5.	21	5.	36	9.	0	0.	0	0.	1279	160.	88	11.	1279	160.	88	11.	1279	160.	88	11.
LD	0	0.	0	0.	0	0.	4	4.	45	45.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	4	2.	0	0.	4	2.	0	0.	4	2.
L6	0	0.	2	2.	1	1.	7	7.	340	170.	411	206.	589	59.	25	3.	589	59.	25	3.	589	59.	25	3.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0.	3	3.
M4	10	3.	7	2.	732	41.	66	4.	234	234.	34	34.	1344	309.	47	9.	1344	309.	47	9.	1344	309.	47	9.
M5	0	0.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	9	9.	0	0.	0	0.	0	0.	9	9.
M6	107	27.	15	4.	11	4.	22	7.	79	40.	6	3.	702	78.	28	3.	702	78.	28	3.	702	78.	28	3.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	429	429.	11	11.	429	429.	11	11.	429	429.	11	11.
NC	101	11.	128	14.	0	0.	0	0.	1236	177.	95	14.	157	79.	6	3.	157	79.	6	3.	157	79.	6	3.
ND	0	0.	0	0.	0	0.	0	0.	200	200.	5	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
NA	163	8.	507	24.	24	8.	6	2.	559	140.	90	23.	1118	93.	21	2.	1118	93.	21	2.	1118	93.	21	2.
N9	1	1.	8	8.	0	0.	30	10.	447	149.	117	39.	85	43.	18	9.	85	43.	18	9.	85	43.	18	9.
P1	31	5.	38	6.	0	0.	1	1.	71	71.	4	4.	280	70.	9	2.	280	70.	9	2.	280	70.	9	2.
P3	44	4.	42	4.	0	0.	0	0.	227	227.	14	14.	701	100.	16	2.	701	100.	16	2.	701	100.	16	2.
P4	35	3.	23	2.	32	3.	52	5.	2815	122.	124	5.	753	108.	68	10.	753	108.	68	10.	753	108.	68	10.
P6	0	0.	0	0.	55	28.	3	2.	69	69.	5	5.	772	97.	24	3.	772	97.	24	3.	772	97.	24	3.
P7	27	4.	35	5.	0	0.	0	0.	0	0.	0	0.	349	87.	22	6.	349	87.	22	6.	349	87.	22	6.
QB	2	0.	29	5.	0	0.	0	0.	1498	136.	29	3.	35	35.	2	2.	35	35.	2	2.	35	35.	2	2.
QC	0	0.	2	2.	0	0.	0	0.	48	48.	2	2.	59	59.	2	2.	59	59.	2	2.	59	59.	2	2.
QD	247	7.	148	4.	88	5.	60	4.	132	44.	12	4.	785	71.	42	4.	785	71.	42	4.	785	71.	42	4.
QF	0	0.	8	8.	0	0.	3	2.	95	95.	43	43.	399	399.	1	1.	399	399.	1	1.	399	399.	1	1.
QK	113	19.	44	7.	14	5.	13	4.	240	240.	5	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	4	0.	120	15.	128	4.	158	5.	1547	141.	108	10.	2018	288.	30	4.	2018	288.	30	4.	2018	288.	30	4.
Q9	1	0.	0	0.	0	0.	0	0.	83	83.	4	4.	317	159.	28	14.	317	159.	28	14.	317	159.	28	14.
R1	0	0.	27	7.	0	0.	0	0.	259	86.	13	4.	36	12.	9	3.	36	12.	9	3.	36	12.	9	3.
AB	0	0.	5	3.	94	8.	82	7.	0	0.	0	0.	141	47.	58	19.	141	47.	58	19.	141	47.	58	19.
AC	1	1.	2	2.	0	0.	1	1.	279	70.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
AF	0	0.	0	0.	44	48.	4	4.	0	0.	0	0.	556	139.	14	4.	556	139.	14	4.	556	139.	14	4.
AG	15	8.	7	4.	0	0.	0	0.	385	128.	6	2.	150	50.	6	2.	150	50.	6	2.	150	50.	6	2.
AH	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	289	72.	2	2.	289	72.	2	2.	289	72.	2	2.
AK	0	0.	0	0.	0	0.	0	0.	77	39.	5	3.	688	86.	16	2.	688	86.	16	2.	688	86.	16	2.
AL	2	1.	6	3.	0	0.	0	0.	0	0.	0	0.	56	56.	2	2.	56	56.	2	2.	56	56.	2	2.
AM	0	0.	0	0.	0	0.	0	0.	221	221.	0	0.	982	246.	2	2.	982	246.	2	2.	982	246.	2	2.
AN	4	4.	64	64.	0	0.	583	10.	538	38.	7	7.	744	93.	287	62.	744	93.	287	62.	744	93.	287	62.
BA	174	2.	316	4.	104	12.	13	1.	19	10.	44	4.	0	0.	137	16.	0	0.	0	0.	0	0.	0	0.
BB	3	3.	43	2.	0	0.	0	0.	537	77.	0	0.	82	82.	2	2.	82	82.	2	2.	82	82.	2	2.
BC	0	0.	0	0.	7A	26.	17	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA

NOT DEFERRED

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED				DEFERRED				CONTROL SHIP				PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G6	2	1.	14	4.	13	13.	25	25.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
G1	1650	46.	250	7.	164	15.	1087	99.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JF	0	0.	0	0.	0	0.	0	0.	14	14.	13	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JJ	1	1.	16	16.	0	0.	0	0.	32	32.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JN	132	13.	62	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LB	0	0.	0	0.	0	0.	0	0.	59	59.	48	48.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LI	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M8	14	2.	32	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	28	10.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P3	33	4.	90	11.	193	18.	98	9.	60	30.	32	16.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P4	30	4.	96	11.	0	0.	0	0.	77	39.	35	18.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P6	45	5.	28	3.	0	0.	0	0.	90	45.	9	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P7	56	3.	114	16.	18	18.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q8	26	26.	1	1.	0	0.	15	2.	124	62.	12	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q9	433	15.	30	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	71	71.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	49	10.	27	5.	3	1.	17	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	0	0.	0	0.	125	42.	66	22.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q1	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q7	0	0.	1	1.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q9	36	16.	6	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	539	23.	130	6.	0	0.	10	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R5	6	1.	25	3.	0	0.	3	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	12	2.	17	2.	47	47.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WC	90	15.	10	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WJ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	1	1.	2	2.	0	0.	0	0.	47	47.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W5	4	4.	0	0.	49	49.	9	9.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W7	23	23.	1	1.	0	0.	26	13.	87	87.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SA	67	5.	319	23.	10	5.	26	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SH	244	2.	431	4.	324	5.	878	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SC	3	0.	36	4.	22	11.	6	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SE	29	4.	70	9.	125	2.	132	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SH	53	3.	31	3.	9	2.	9	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
SL	13	7.	5	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 2

NOT DEFERRED

DEFERRED

EIC CODE	P I L O T S H I P				C O N T R O L S H I P				P I L O T S H I P				C O N T R O L S H I P				P I L O T S H I P				C O N T R O L S H I P			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	1660	46.	260	7.	45	6.	89	13.	0	0.	0	0.	115	58.	32	16.	0	0.	0	0.	115	58.	32	16.
JF	0	0.	0	0.	0	0.	0	0.	14	14.	13	13.	0	0.	0	0.	13	13.	0	0.	0	0.	0	0.
JJ	1	1.	16	16.	0	0.	0	0.	32	32.	2	2.	0	0.	0	0.	2	2.	0	0.	0	0.	0	0.
JN	192	13.	62	4.	0	0.	0	0.	0	0.	0	0.	58	58.	9	9.	0	0.	0	0.	58	58.	9	9.
LA	0	0.	0	0.	0	0.	0	0.	59	59.	48	48.	73	73.	43	43.	0	0.	0	0.	73	73.	43	43.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	3	3.	4	4.	1	1.	7	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L3	42	42.	2	2.	0	0.	18	9.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L6	1	1.	1	1.	25	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	14	2.	32	4.	1	1.	30	30.	0	0.	0	0.	101	101.	18	18.	0	0.	0	0.	101	101.	18	18.
N9	1	1.	3	3.	24	12.	5	3.	0	0.	0	0.	228	76.	11	4.	0	0.	0	0.	228	76.	11	4.
P1	0	0.	28	4.	0	0.	8	4.	0	0.	0	0.	75	38.	14	7.	0	0.	0	0.	75	38.	14	7.
P3	33	4.	80	10.	0	0.	0	0.	60	30.	32	16.	27	27.	60	60.	0	0.	0	0.	27	27.	60	60.
P4	30	4.	86	11.	41	4.	180	16.	77	39.	35	18.	666	111.	265	44.	0	0.	0	0.	666	111.	265	44.
P6	45	5.	28	3.	3	1.	34	9.	90	45.	9	5.	363	91.	78	20.	0	0.	0	0.	363	91.	78	20.
P7	56	8.	114	16.	0	0.	41	10.	0	0.	0	0.	484	97.	129	26.	0	0.	0	0.	484	97.	129	26.
P9	0	0.	5	3.	0	0.	0	0.	0	0.	0	0.	84	84.	6	6.	0	0.	0	0.	84	84.	6	6.
QB	26	26.	1	1.	23	8.	12	4.	0	0.	0	0.	498	166.	14	5.	0	0.	0	0.	498	166.	14	5.
QD	493	15.	90	3.	79	3.	96	4.	124	62.	12	6.	1216	152.	117	15.	0	0.	0	0.	1216	152.	117	15.
QE	71	71.	1	1.	5	2.	16	5.	0	0.	0	0.	164	82.	42	21.	0	0.	0	0.	164	82.	42	21.
QF	49	10.	27	5.	14	2.	108	18.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QH	5	3.	32	16.	0	0.	0	0.	0	0.	0	0.	50	50.	5	5.	0	0.	0	0.	50	50.	5	5.
QK	0	0.	2	1.	0	0.	1	1.	125	42.	66	22.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	4	1.	9	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q7	0	0.	1	1.	2	1.	7	4.	0	0.	0	0.	178	178.	5	5.	0	0.	0	0.	178	178.	5	5.
Q9	36	18.	6	3.	0	0.	0	0.	0	0.	0	0.	184	92.	25	25.	0	0.	0	0.	184	92.	25	25.
RA	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	539	23.	150	6.	29	2.	21	1.	0	0.	0	0.	22	22.	2	2.	0	0.	0	0.	22	22.	2	2.
R5	6	1.	25	3.	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R6	55	9.	16	3.	0	0.	0	0.	0	0.	0	0.	145	145.	4	4.	0	0.	0	0.	145	145.	4	4.
R8	81	41.	7	4.	0	0.	0	0.	47	47.	2	2.	154	154.	4	4.	0	0.	0	0.	154	154.	4	4.
WC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	535	178.	6	6.	0	0.	0	0.	535	178.	6	6.
WF	90	15.	10	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	32	32.	1	1.	30	10.	14	5.	0	0.	0	0.	440	110.	22	6.	0	0.	0	0.	440	110.	22	6.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	1	1.	2	2.	0	0.	0	0.	47	47.	2	2.	154	154.	2	2.	0	0.	0	0.	154	154.	2	2.
W5	57	5.	319	23.	0	0.	0	0.	87	87.	4	4.	440	160.	19	6.	0	0.	0	0.	440	160.	19	6.
W8	244	2.	431	4.	29	1.	298	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W9	3	0.	36	4.	5	1.	26	3.	0	0.	0	0.	224	75.	50	17.	0	0.	0	0.	224	75.	50	17.
W5	29	4.	70	9.	0	0.	2	2.	0	0.	0	0.	70	70.	2	2.	0	0.	0	0.	70	70.	2	2.
W5	13	7.	5	3.	1	1.	10	10.	0	0.	0	0.	91	91.	4	4.	0	0.	0	0.	91	91.	4	4.

DEFERRED

A-25

PILOT SHIP # 6 VS. CONTROL SHIP # 4

SUMMARY OF DATA

NOT DEFERRED

DEFERRED

EIC CODE	P I L O T S H I P				C O N T R O L S H I P				P I L O T S H I P				C O N T R O L S H I P			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
6A	2	1.	14	4.	0	0.	0	0.	0	0.	0	0.	393	197.	4	2.
61	1660	46.	260	7.	46	5.	80	9.	0	0.	0	0.	190	190.	2	2.
JF	0	0.	0	0.	20	20.	34	34.	14	14.	13	13.	409	409.	2	2.
JJ	1	1.	16	16.	5	2.	28	9.	32	32.	2	2.	159	80.	8	4.
JN	192	13.	62	4.	10	3.	167	42.	0	0.	0	0.	187	94.	4	2.
LB	0	0.	0	0.	21	5.	36	9.	59	59.	48	48.	1279	160.	88	11.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	4	4.	0	0.	0	0.	256	128.	4	2.
L3	42	42.	2	2.	0	0.	0	0.	0	0.	0	0.	18	18.	2	2.
L6	1	1.	1	1.	1	1.	3	2.	0	0.	0	0.	281	47.	13	2.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	545	545.	3	3.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	128	128.	9	9.
M6	0	0.	0	0.	11	4.	22	7.	0	0.	0	0.	702	78.	28	3.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	429	429.	11	11.
N8	14	2.	32	4.	24	12.	2	1.	0	0.	0	0.	740	123.	10	2.
N9	1	1.	3	2.	0	0.	30	10.	0	0.	0	0.	85	43.	18	9.
P1	0	0.	28	4.	0	0.	0	0.	0	0.	0	0.	280	70.	9	2.
P3	33	4.	80	10.	0	0.	0	0.	60	30.	32	16.	448	75.	14	2.
P4	30	4.	86	11.	9	1.	21	2.	77	39.	35	18.	646	129.	61	12.
P6	45	5.	28	3.	55	28.	3	2.	90	45.	9	5.	661	94.	22	3.
P7	56	8.	114	16.	0	0.	0	0.	0	0.	0	0.	349	87.	22	6.
QR	26	26.	1	1.	0	0.	0	0.	0	0.	0	0.	35	35.	2	2.
QC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	59	59.	2	2.
QD	493	15.	90	3.	88	7.	55	4.	124	62.	12	6.	668	84.	36	5.
QF	49	10.	27	5.	0	0.	1	1.	0	0.	0	0.	399	399.	1	1.
QK	0	0.	2	1.	14	14.	2	2.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	124	6.	113	5.	125	42.	66	22.	1523	305.	8	2.
QO	17	17.	5	5.	0	0.	0	0.	0	0.	0	0.	58	58.	2	2.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	317	159.	28	14.
Q9	36	18.	6	3.	0	0.	0	0.	0	0.	0	0.	36	12.	9	3.
H1	539	23.	130	6.	7	1.	66	7.	0	0.	0	0.	141	47.	58	19.
R5	6	1.	25	3.	0	0.	16	4.	0	0.	0	0.	0	0.	13	13.
R6	55	9.	16	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	47	47.	2	2.	393	131.	5	2.
WC	90	15.	10	2.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	48	48.	4	4.	0	0.	0	0.	556	139.	14	4.
WG	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.	150	50.	6	2.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	89	89.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	270	90.	5	2.
W3	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	603	86.	14	2.
W5	4	4.	2	2.	0	0.	0	0.	47	47.	2	2.	56	56.	2	2.
5A	67	5.	319	23.	0	0.	0	0.	87	87.	4	4.	982	246.	247	62.
5B	244	2.	431	4.	102	7.	148	10.	0	0.	0	0.	744	93.	127	16.
5C	3	4.	36	9.	104	17.	6	1.	0	0.	0	0.	0	0.	0	0.
5F	29	4.	70	9.	0	0.	0	0.	0	0.	0	0.	82	82.	2	2.

SUMMARY OF DATA

A-27

SUMMARY OF DATA
PILOT SHIP # 7 VS. CONTROL SHIP #10

NOT DEFERRED

DEFERRED

EIC CODE	P I L O T S H I P			C O N T R O L S H I P			P I L O T S H I P			C O N T R O L S H I P		
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS
GR	0	0.	0.	0	0.	0.	0	0.	0.	0	0.	0.
JP	0	0.	0.	0	0.	0.	0	0.	0.	0	0.	0.
L1	0	0.	4.	0	0.	0.	0	0.	0.	0	0.	0.
M1	0	0.	0.	0	0.	0.	0	0.	0.	0	0.	0.
M7	0	0.	0.	0	0.	0.	0	0.	0.	0	0.	0.
M8	0	0.	0.	0	0.	0.	0	0.	0.	0	0.	0.
N9	1	1.	2.	0	0.	0.	0	0.	0.	0	0.	0.
P1	0	0.	3.	25	25.	4.	0	0.	0.	0	0.	0.
P3	0	0.	0.	0	0.	0.	0	0.	0.	0	0.	0.
P4	7	1.	19	0	0.	0.	0	0.	0.	0	0.	0.
P8	17	2.	62	0	0.	0.	0	0.	0.	0	0.	0.
QB	3	3.	6	0	0.	0.	0	0.	0.	0	0.	0.
QD	2	0.	21	48	12.	10	2	2.	3.	0	0.	0.
Q9	0	0.	0	0	0.	0.	0	0.	0.	0	0.	0.
WC	0	0.	0	0	0.	0.	0	0.	0.	0	0.	0.
WF	0	0.	0	0	0.	0.	0	0.	0.	0	0.	0.
WG	0	0.	0	0	0.	0.	0	0.	0.	0	0.	0.
WK	0	0.	0	0	0.	0.	0	0.	0.	0	0.	0.
WL	0	0.	1	0	0.	0.	0	0.	0.	0	0.	0.
W5	0	0.	0	0	0.	0.	0	0.	0.	0	0.	0.
										122	122.	9

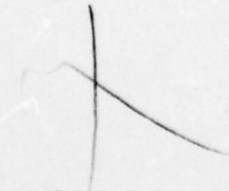
ETC	NOT DEFERRED						DEFERRED					
	PILOT SHIP			CONTROLSHIP			PILOT SHIP			CONTROLSHIP		
	TOTAL DAYS	Avg DOWN	MAINT HRS	TOTAL DAYS	Avg DOWN	MAINT HRS	TOTAL DAYS	Avg DOWN	MAINT HRS	TOTAL DAYS	Avg DOWN	MAINT HRS
GA	0	0.	0	49	48.	6	0	0.	0	57	11.	69
JD	0	0.	0	113	57.	2	0	0.	0	307	154.	13
JP	0	0.	0	24	6.	10	0	0.	0	0	0.	7
L1	0	0.	4	0	0.	0	0	0.	0	440	220.	7
L4	0	0.	8	0	0.	0	0	0.	0	0	0.	0
M1	0	0.	0	0	0.	0	0	0.	0	0	0.	0
M7	0	0.	0	2	2.	1	0	0.	0	15	15.	18
M8	0	0.	0	119	40.	131	0	0.	0	1263	183.	233
P9	1	1.	2	0	0.	0	0	0.	0	92	92.	3
P1	0	0.	3	40	13.	9	0	0.	0	4	4.	17
P3	0	0.	0	0	0.	2	0	0.	0	181	181.	6
P4	7	1.	19	61	6.	89	0	0.	0	0	0.	0
P6	93	93.	6	1	1.	20	0	0.	0	184	184.	13
P7	0	0.	0	0	0.	0	0	0.	0	35	18.	35
P8	17	2.	62	414	138.	8	0	0.	0	4942	190.	699
P9	0	0.	0	0	0.	0	0	0.	0	1312	62.	48
QB	3	3.	6	0	0.	0	0	0.	0	1397	235.	67
QC	0	0.	0	56	56.	3	0	0.	0	0	0.	0
QD	2	0.	21	367	28.	79	2	2.	3	924	54.	165
JE	0	0.	0	5	6.	2	0	0.	0	227	114.	13
JF	1	1.	14	2	0.	8	0	0.	0	18	9.	2
QM	4	1.	21	0	0.	0	0	0.	0	0	0.	0
JM	11	6.	20	0	0.	0	0	0.	0	794	397.	11
J9	0	0.	0	21	21.	10	0	0.	0	219	219.	3
MC	0	0.	0	0	0.	0	0	0.	0	577	115.	12
ME	0	0.	0	0	0.	0	0	0.	0	148	174.	4
MG	0	0.	0	0	0.	0	0	0.	0	35	35.	2
MK	0	0.	0	0	0.	0	0	0.	0	23	23.	4
MT	6	0.	0	0	0.	0	0	0.	0	0	0.	0

SUMMARY OF DATA

A-30

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